APPLICATION FOR FINANCIAL ASSISTANCE

Revised 05/2008

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF SPRINGDALE **CODE#** 061-75104

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 09 / 18 / 08

CONTACT: CECIL OSBORN **PHONE #** (513) 346-5700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 346-5756 **E-MAIL** cwosborn@springdale.org

PROJECT NAME: STATE ROUTE 4 SOUTHBOUND LANE ADDITION AT I-275

SUBDIVISION TYPE
(Check Only 1)
__1. County
_X_2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
_x_ 1. Grant $ 258,908.00
__ 2. Loan $_____
__ 3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
_x_1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 431,514.00 **FUNDING REQUESTED:** $ 258,908.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $ 258,908 **LOAN ASSISTANCE:** $_____

SCIP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

RLP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

(Check Only 1)
___State Capital Improvement Program
___Small Government Program
X Local Transportation Improvements Program

2008 SEP 19 PM 3:10
OFFICE OF NEW BURLINGTON COUNTY ENGINEER

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation_____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)	TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:	$ .00	
Preliminary Design	$ .00	
Final Design	$ .00	
Bidding	$ .00	
Construction Phase	$ .00	
Additional Engineering Services *Identify services and costs below.	$ .00	
b.) Acquisition Expenses: Land and/or Right-of-Way	$ .00	
c.) Construction Costs:	$ 392,285.00	
d.) Equipment Purchased Directly:	$ .00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	$ .00	
f.) Construction Contingencies:	$ 39,229.00	
g.) TOTAL ESTIMATED COSTS:	$ 431,514.00	

*List Additional Engineering Services here:

Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 86,303.00	20%
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER (2009) MRF	$ 86,303.00	20%
	SUBTOTAL LOCAL RESOURCES:	$ 172,606.00	40%
d.)	OPWC Funds		
	1. Grant	$ 258,908.00	60%
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 258,908.00	60%
e.)	TOTAL FINANCIAL RESOURCES	$ 431,514.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ **Sale Date:** _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA)

State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: STATE ROUTE 4 SOUTHBOUND LANE ADDITION AT I-275

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

This project is located in the City of Springdale at State Route 4, beginning at the split between the I-275 westbound and eastbound on-ramps, to a point approximately 800' south of Crescentville Road. (See vicinity map).

PROJECT ZIP CODE: 45246

B: PROJECT COMPONENTS:

Widening of SR 4 southbound lanes to provide an additional lane exclusively for traffic heading to the westbound I-275 on-ramp. The modifications will convert the most right southbound lane for SR 4 into a shared southbound SR 4/I-275 eastbound lane. Project will also involve grading, drainage system modifications, replacement of the westbound I-275 off-ramp signal, pavement markings modifications, and new signage, (overhead amd ground-mounted).

C: PHYSICAL DIMENSIONS:

Project length is approximately 1400 LF and will consist of widening to replace the current southbound lane to both westbound and eastbound I-275 (14' lane and 8' shoulder), with a separate lane for each on-ramp to I-275 (two 12' lanes and 2.5' curb/gutter section). New advance signage will be constructed outside of the immediate project construction area.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

See attached summary of 2005 and 2025 Build vs. No-Build Level of Service.

Road or Bridge: Current ADT 57,096 Year: 2005 Projected ADT: 61,110 Year: 2025*

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $

Stormwater: Number of households served:

*Utilizing % growth noted in ODOT 2001 estimated ADT as applied to actual 2005 counts.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT $ 175,449.00

TOTAL PORTION OF PROJECT NEW/EXPANSION $ 252,500.00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	08 / 13 / 07	12 / 08 / 08
4.2	**Bid Advertisement and Award:**	06 / 05 / 09	07 / 16 / 09
4.3	**Construction:**	08 / 04 / 09	12 / 05 / 09
4.4	**Right-of-Way/Land Acquisition:**	N/A	N/A

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

5.1 CHIEF EXECUTIVE OFFICER

TITLE	City Administrator
STREET	City of Springdale
	11700 Springfield Pike
CITY/ZIP	City of Springdale, Ohio 45246
PHONE	(513) 346-5700
FAX	(513) 346-5747
E-MAIL	cwosborn@springdale.org

5.2 CHIEF FINANCIAL OFFICER

TITLE	Clerk of Council / Director of Finance
STREET	City of Springdale
	11700 Springfield Pike
CITY/ZIP	City of Springdale, Ohio 45246
PHONE	(513) 346-5700
FAX	(513) 346-5747
E-MAIL	kmcnear@springdale.org

5.3 PROJECT MANAGER

TITLE	Project Manager
STREET	CDS Associates, Inc.
	11120 Kenwood Road
CITY/ZIP	Blue Ash, Ohio 45242
PHONE	(513) 791-1700
FAX	(513) 791-1936
E-MAIL	pcombs@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.

[x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

Cecil W. Osborn, City Administrator

Certifying Representative (Type or Print Name and Title)

Dennis Pol For Cecil Osborn 9-18-08

Original Signature/Date Signed

CDS Associates, Inc.

PROJECT: S.R. 4 (SOUTHBOUND LANE ADDITION @ I-275)

DATE: August 08, 2008

CITY OF SPRINGDALE

PROJECT: 20070055

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		ROADWAY				
1	201	CLEARING AND GRUBBING	1	LS	$5,000.00	$5,000.00
2	202	CONCRETE MEDIAN REMOVED	269	SY	$20.00	$5,380.00
3	202	TRAFFIC ISLAND REMOVED	24	SY	$25.00	$600.00
4	202	CURB REMOVED	24	FT	$20.00	$480.00
5	202	CURB AND GUTTER REMOVED	578	FT	$15.00	$8,670.00
6	202	PIPE REMOVED, 24" & UNDER	68	FT	$12.00	$816.00
7	202	MANHOLE REMOVED	4	EA	$500.00	$2,000.00
8	202	CATCH BASIN REMOVED	1	EA	$350.00	$350.00
9	203	EXCAVATION	811	CY	$20.00	$16,220.00
10	203	EMBANKMENT	13	CY	$25.00	$325.00
		ROADWAY SUBTOTAL:				**$39,841.00**
		PAVEMENT				
11	204	SUBGRADE COMPACTION	1,388	SY	$2.00	$2,776.00
12	204	SUBGRADE STABILIZATION, TYPE A	100	CY	$50.00	$5,000.00
13	204	SUBGRADE STABILIZATION, TYPE B	40	CY	$50.00	$2,000.00
14	204	PROOF ROLLING	4	HOUR	$125.00	$500.00

*DENOTES CONTINGENCY ITEM - USE ONLY AT THE DIRECTION OF THE ENGINEER

CDS Associates, Inc.

PROJECT: S.R. 4 (SOUTHBOUND LANE ADDITION @ I-275)

DATE: August 08, 2008

CITY OF SPRINGDALE

PROJECT: 20070055

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
15	254	PAVEMENT PLANING, ASPHALT CONCRETE	3,707	SY	$3.00	$11,121.00
16	301	12" BITUMINOUS BASE	390	CY	$120.00	$46,800.00
17	304	6" AGGREGATE BASE	195	CY	$50.00	$9,750.00
18	407	TACK COAT	424	GAL	$1.50	$636.00
19	408	PRIME COAT	468	GAL	$2.50	$1,170.00
20	448	1.75" ASPHALT CONCRETE INTERM. COURSE, TYPE 2, PG64-22	57	CY	$135.00	$7,695.00
21	448	1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1H	203	CY	$150.00	$30,450.00
22	609	COMBINATION CURB & GUTTER, TYPE 2	786	FT	$15.00	$11,790.00
23	609	CONCRETE TRAFFIC ISLAND	24	SY	$25.00	$600.00
24	609	CONCRETE MEDIAN	2,423	SF	$3.00	$7,269.00
		PAVEMENT SUBTOTAL:				**$137,557.00**
		DRAINAGE				
25	601	PAVED GUTTER, TYPE 5	48	FT	$10.00	$480.00
26	603	6" CONDUIT, TYPE B	100	FT	$10.00	$1,000.00
27	603	6" CONDUIT, TYPE C	100	FT	$10.00	$1,000.00
28	603	15" CONDUIT, TYPE B	10	FT	$55.00	$550.00

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CDS Associates, Inc.

PROJECT: S.R. 4 (SOUTHBOUND LANE ADDITION @ I-275)

DATE: August 08, 2008

CITY OF SPRINGDALE

PROJECT: 20070055

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
29	603	24" CONDUIT, TYPE B	15	FT	$95.00	$1,425.00
30	603	30" CONDUIT, TYPE B	20	FT	$110.00	$2,200.00
31	603	42" CONDUIT, TYPE B	5	FT	$200.00	$1,000.00
32	604	CATCH BASIN, TYPE 3	1	EACH	$2,500.00	$2,500.00
33	604	CATCH BASIN, TYPE 3, MODIFIED AS PER PLAN	4	EACH	$6,000.00	$24,000.00
34	604	CATCH BASIN ADJUSTED TO GRADE	1	EACH	$600.00	$600.00
35	605	6" SHALLOW PIPE UNDERDRAIN	886	FT	$12.00	$10,632.00
		DRAINAGE SUBTOTAL:				**$45,387.00**
		TRAFFIC CONTROL				
36	630	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30 (COMPLETE)	1	EACH	$1,500.00	$1,500.00
37	630	OVERHEAD SIGN SUPPORT TYPE TC-12.30 (COMPLETE)	1	EACH	$23,000.00	$23,000.00
38	630	GROUND MOUNTED SIGNS	1	LS	$2,000.00	$2,000.00
39	632	SIGNAL SYSTEM REPLACEMENT WITH MAST ARMS	1	LS	$80,000.00	$80,000.00
40	632	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	1	EA	$2,500.00	$2,500.00
41	642	PAVEMENT MARKING	1	LS	$3,500.00	$3,500.00
		TRAFFIC CONTROL SUBTOTAL:				**$112,500.00**

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CDS Associates, Inc.

PROJECT: S.R. 4 (SOUTHBOUND LANE ADDITION @ I-275)

DATE: August 08, 2008

CITY OF SPRINGDALE

PROJECT: 20070055

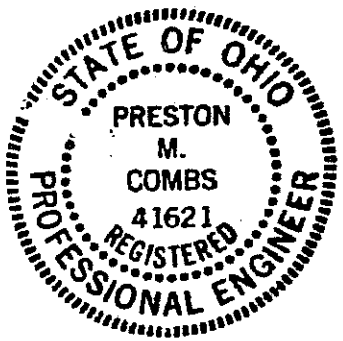
Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
42	659	LIGHTING	1	LS	$5,000.00	$5,000.00
43	659	MAINTENANCE OF TRAFFIC	1	LS	$25,000.00	$25,000.00
44	823	EROSION CONTROL	1	LS	$2,000.00	$2,000.00
45	SPL	MISC. UTILITY RELOCATION	1	LS	$5,000.00	$5,000.00
46	623	CONSTRUCTION LAYOUT STAKES	1	LS	$10,000.00	$10,000.00
47	624	MOBILIZATION	1	LS	$10,000.00	$10,000.00
				SUBTOTAL		$392,285.00
				10% CONTINGENCY		$39,228.50
				TOTAL		$431,513.50

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE STATE ROUTE 4 SOUTHBOUND LANE ADDITION AT I-275 WILL BE 20 YEARS FOR THE ROADWAY.

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.

Preston Combs

PRESTON COMBS, PE PS
PROJECT MANAGER



*DENOTES CONTINGENCY ITEM - USE ONLY AT THE DIRECTION OF THE ENGINEER

City of Springdale

Finance Department

KATHY McNEAR
Clerk of Council / Finance Director

JEFFREY T. WILLIAMS
Finance Officer / Tax Commissioner

CECIL W. OSBORN
City Administrator

CERTIFICATION OF FUNDS

In regard to the **State Route 4 Southbound Lane Addition at I-275** project, the City of Springdale has submitted for $86,300.00 in MRF funds, see attached application. This combination between the 20% MRF funds and 20% ($86,300.00) local funds will compose the 40% local match for this project.

I hereby certify that upon award of the Municipal Road Funds, which were applied for in August of 2008, the City will utilize the $86,300.00 of Municipal Road Fund dollars in combination with the $86,300.00 in local dollars to total $172,600.00, i.e. the 60% local match for this project.

Kathy M Yea 9/15/08

Kathy McNear, Finance Director **Date**

RESOLUTION NO. R18-2008

AUTHORIZING THE CITY ADMINISTRATOR TO FILE AN APPLICATION WITH THE OHIO PUBLIC WORKS COMMISSION FOR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM FUNDS AND/OR STATE CAPITAL IMPROVEMENT PROGRAM (SCIP) FUNDS, AND AUTHORIZING THE MAYOR AND CLERK OF COUNCIL/FINANCE DIRECTOR TO EXECUTE ALL CONTRACTS AND OTHER DOCUMENTS

WHEREAS, street and road repairs are a priority for the City of Springdale; and

WHEREAS, the Ohio Revised Code has allowed for the issuance of Ohio Public Works Commission (OPWC) funds for 2009 (Round 23); and

WHEREAS, the City of Springdale will apply for funding under OPWC as part of the District 2 (Hamilton County) allocation for infrastructure repairs and improvements.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Springdale, Ohio, 7 members elected thereto concurring:

Section 1. That the City Administrator is hereby authorized and directed to file application for Ohio Public Works Funding for 2009, for Local Transportation Improvement Program Funds and/or State Capital Improvement Program (SCIP) Funds.

Section 2. That the Council for the City of Springdale does hereby endorse and support the application for OPWC funds for infrastructure repairs and improvements as follows:

1. Northland Boulevard Repair and Resurfacing.
2. SR 4 Southbound lane addition at I-275 on-ramps.

Section 3. That if OPWC funds are awarded, the Mayor and Clerk of Council/Finance Director are authorized to execute all contracts and other documents implementing said program.

Section 4. That the City of Springdale hereby requests the Oho Public Works Commission (OPWC) to consider and fund this application.

Section 5. That this Resolution shall take effect and be in force from and after the earliest period allowed by law.

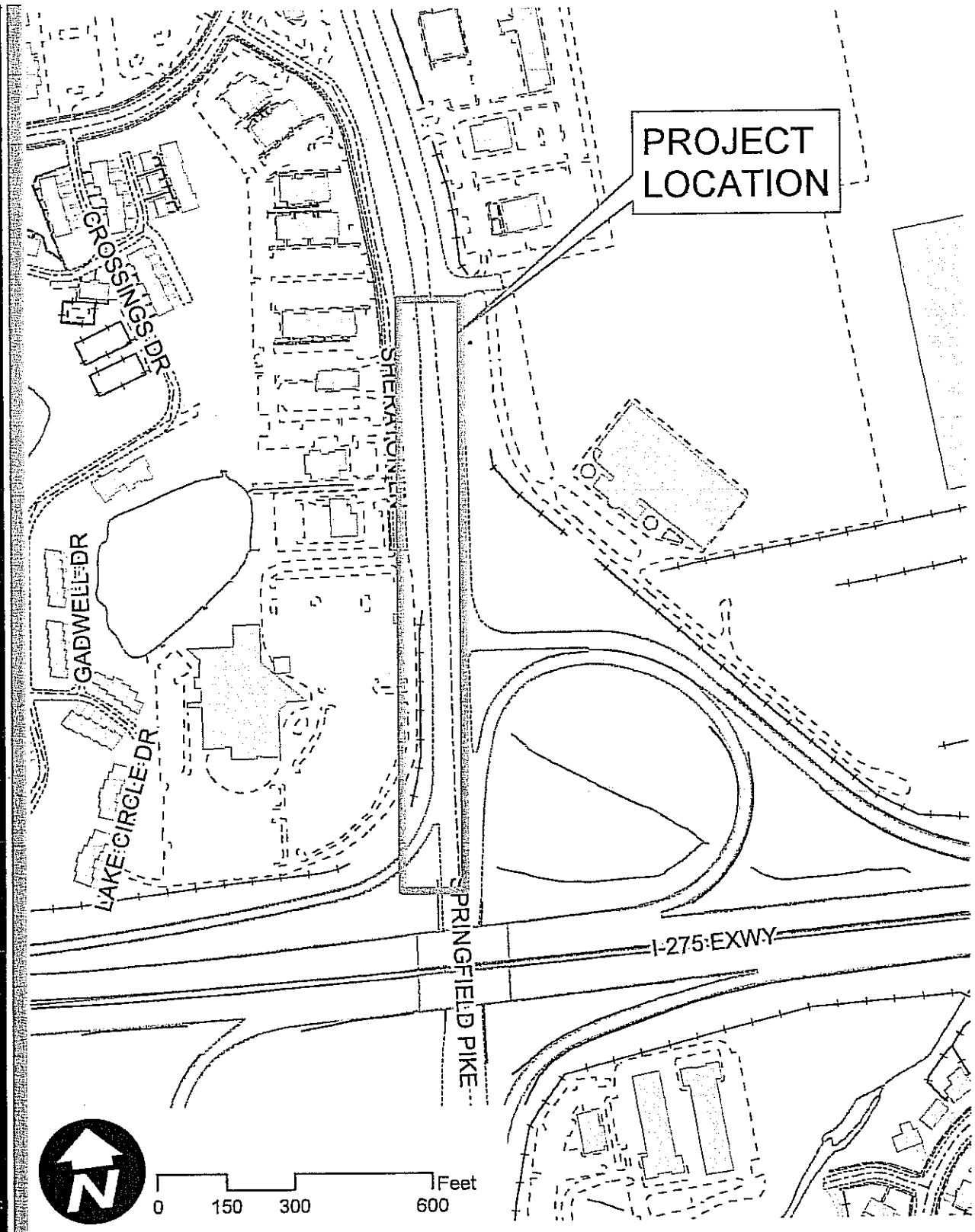
Dated this 20 day of August, 2008.

Marjorie Harlow
President of Council

Attest:

Clerk of Council/Finance Director

Approved:



SR 4 South Bound Lane Addition

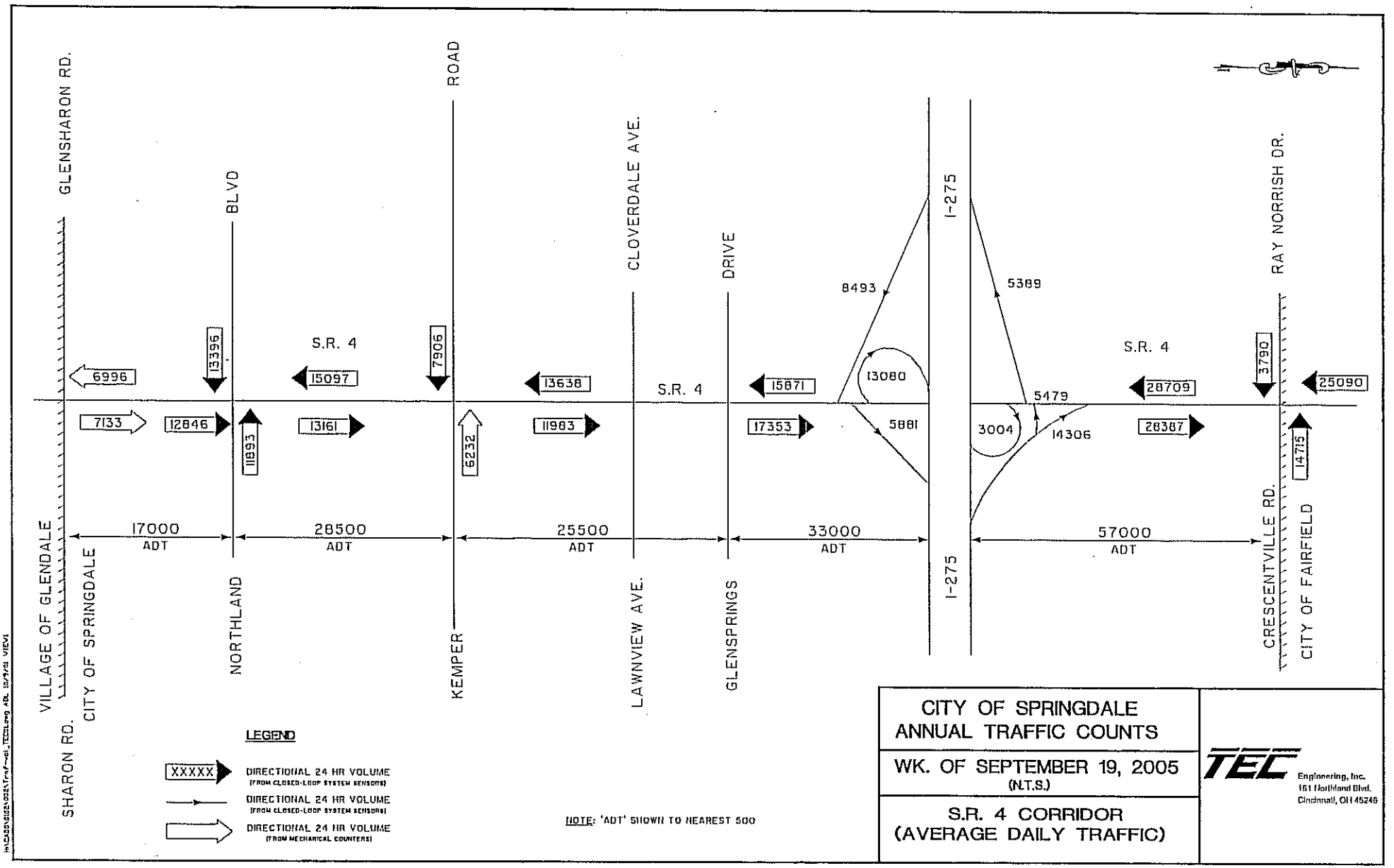
CDS ASSOCIATES, INC

TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

Preston Carlo 9/18/08

SIGNATURE DATE



CITY OF SPRINGDALE ANNUAL TRAFFIC COUNTS

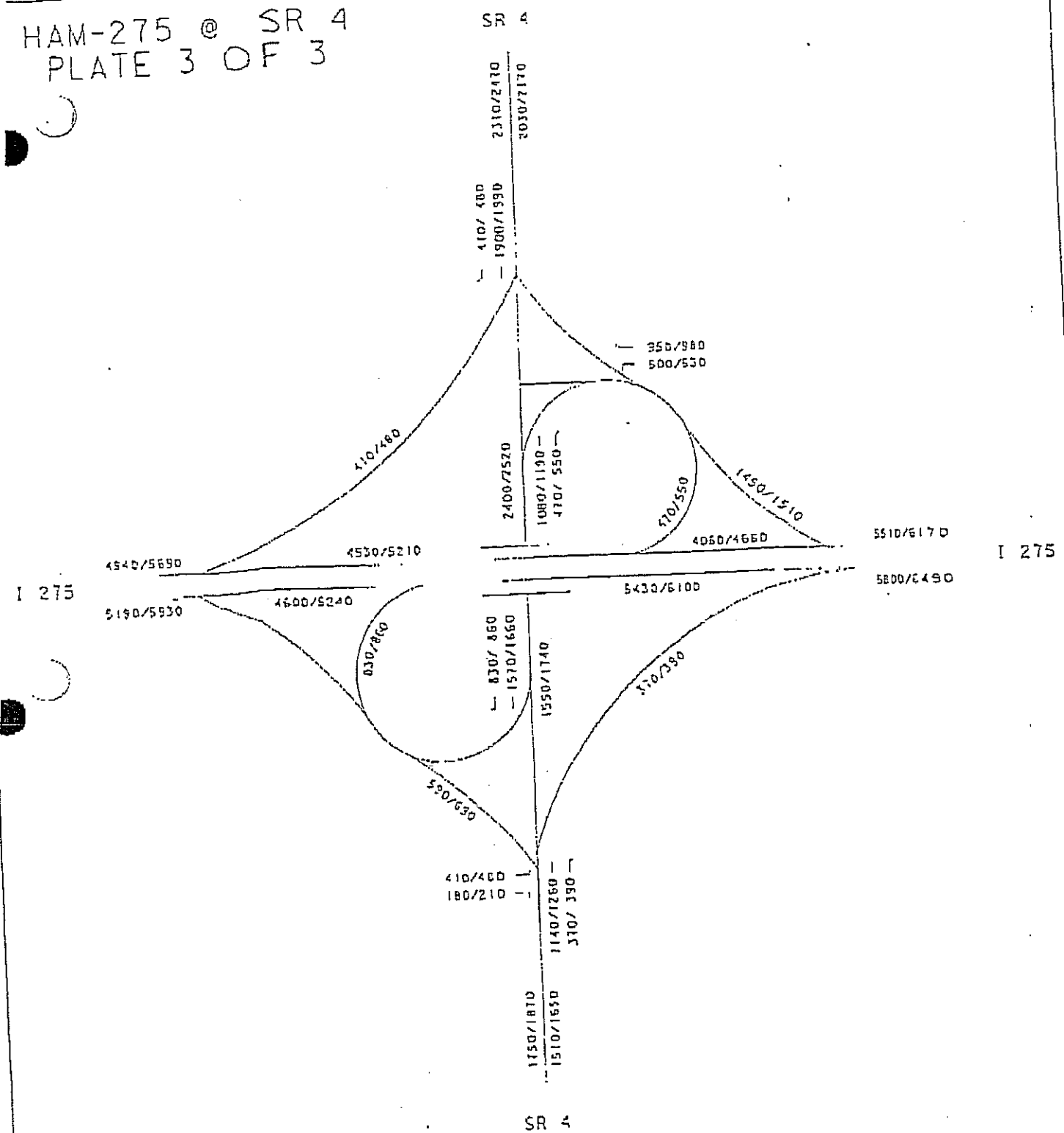
WK. OF SEPTEMBER 19, 2005
(N.T.S.)

S.R. 4 CORRIDOR (AVERAGE DAILY TRAFFIC)

TEC Engineering, Inc.
161 Northland Blvd.
Cincinnati, OH 45246

T TECSER.

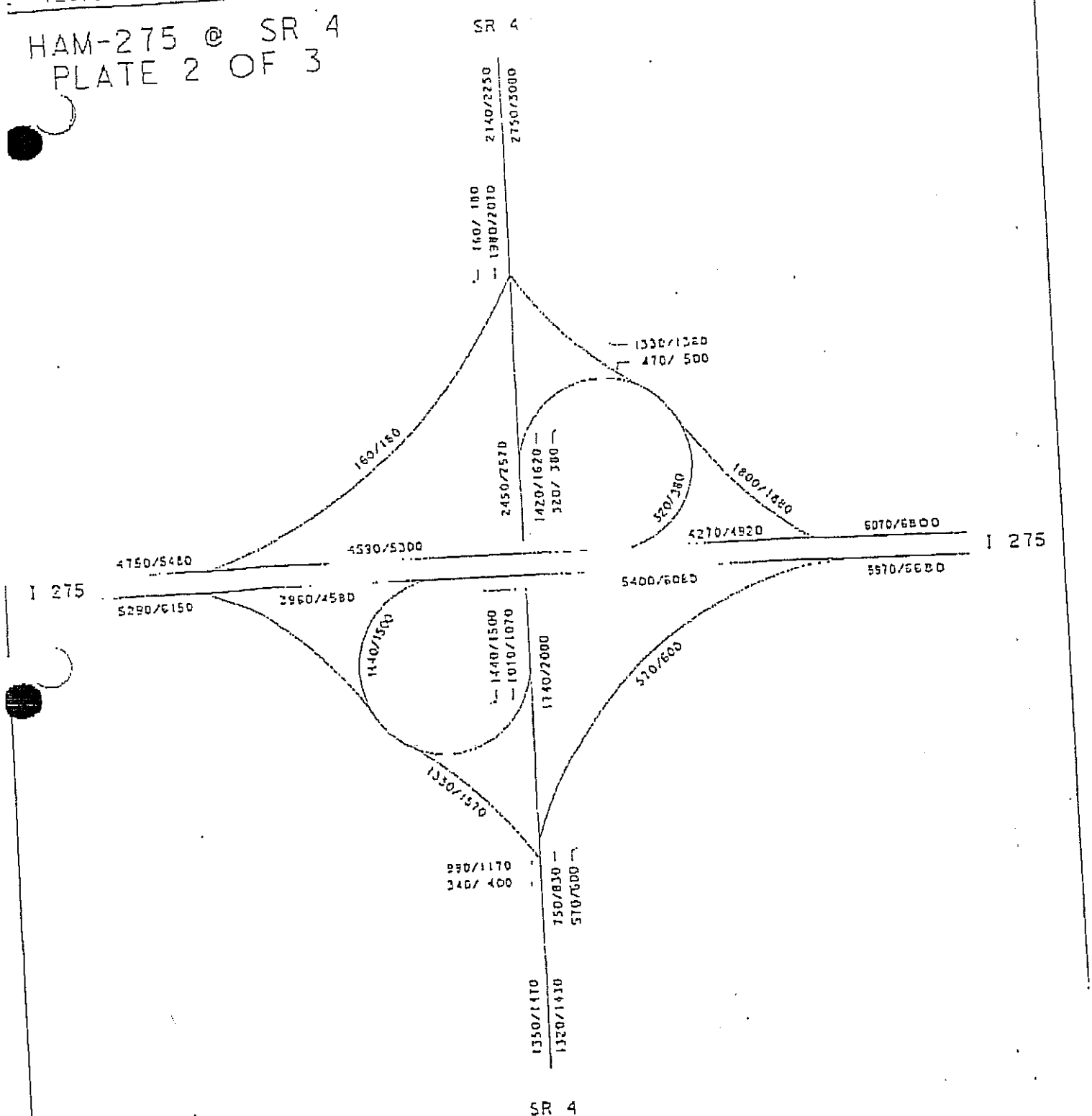
HAM-275 @ SR 4
PLATE 3 OF 3



N

HAM-275 @ SR 4
2005/2025 ESTIMATED PM PEAK
OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF TECHNICAL SERVICES
JANUARY 9, 2001 | NOT TO SCALE

HAM-275 @ SR 4
PLATE 2 OF 3



HAM-275 @ SR 4
2005/2025 ESTIMATED AM PEAK
OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF TECHNICAL SERVICES
JANUARY 9, 2001 | NOT TO SCALE

LEVEL OF SERVICE SUMMARIES

2005 LEVEL OF SERVICE SUMMARY

Intersection: SR-4/Crescentvile, 2005 Volumes				
	AM No Build	AM Build	PM No Build	PM Build
EB	E/62.7	D/41.4	F/92.2	D/42.0
WB	E/76.7	D/49.5	E/74.9	D/49.0
NB	C/23.7	C/21.6	D/42.3	D/37.2
SB	D/39.3	C/31.5	F/90.8	D/48.6
INT	D/36.4	C/29.0	E/68.8	D/43.9

Ramp: SB SR-4/I-275 On Ramps, 2005 Volumes				
	AM No Build	AM Build	PM No Build	PM Build
Performance Index	61.7	51.2	111.5	75.3
Control/Delay (s/v)	18	14	33	21
LOS and ICU	B/62.8%	A/47.0%	D/80.1%	A/54.5%

2025 LEVEL OF SERVICE SUMMARY

Intersection: SR 4 / Crescentville, 2025				
	AM No Build	AM Build	PM No Build	PM Build
EB	E/64.3	D/45.9	F/110.3	E/65.8
EWB	F/90.1	D/50.2	F/89.3	E/56.6
NB	C/24.6	C/23.2	D/47.2	D/39.1
SB	E/62.0	C/34.0	F/121.2	D/53.6
INT	D/47.9	C/31.1	F/85.3	D/49.4

Ramp: SB SR 4 / I-275 On-Ramps, 2025 Volumes				
	AM No Build	AM Build	PM No Build	PM Build
Performance Index	84	58.3	145.2	89.5
Control/Delay (s/v)	23	15	41	24
LOS and ICU	C/69.0%	A/50.5%	E/85.7%	B/58.2%

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑↑↑	↑↑↱	↱		
Volume (vph)	0	2260	1180	960	0	0
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	0	2260	1500	640	0	0
Lane Utilization Factor	1.00	0.91	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.97	0.85	0.95	0.85
Saturated Flow (vph)	0	5176	3502	1615	0	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	0.0	52.4	51.4	47.6		0.0
Adj Reference Time (s)	0.0	56.4	55.4	51.6		0.0
Permitted Option						
Adj Saturation A (vph)	0	1725	1751		0	
Reference Time A (s)	0.0	52.4	51.4		0.0	
Adj Saturation B (vph	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		52.4	51.4			
Adj Reference Time (s)		56.4	55.4			
Split Option						
Ref Time Combined (s)	0.0	52.4	51.4		0.0	
Ref Time Seperate (s)	0.0	52.4	40.4		0.0	
Reference Time (s)	52.4	52.4	51.4		0.0	
Adj Reference Time (s)	56.4	56.4	55.4		0.0	

Summary	NB SB	NE	Combined
Protected Option (s)	56.4	NA	
Permitted Option (s)	56.4	Err	
Split Option (s)	111.8	0.0	
Minimum (s)	56.4	0.0	56.4

Right Turns	SBR
Adj Reference Time (s)	51.6
Cross Thru Ref Time (s)	0.0
Oncoming Left Ref Time (s)	0.0
Combined (s)	51.6

Intersection Summary			
Intersection Capacity Utilization	47.0%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑↑↑	↑↑	↱		
Volume (vph)	0	2260	1180	960	0	0
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	0	2260	1180	960	0	0
Lane Utilization Factor	1.00	0.91	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	0	5176	3618	1615	0	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	0.0	52.4	39.1	71.3		0.0
Adj Reference Time (s)	0.0	56.4	43.1	75.3		0.0
Permitted Option						
Adj Saturation A (vph)	0	1725	1809		0	
Reference Time A (s)	0.0	52.4	39.1		0.0	
Adj Saturation B (vph	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		52.4	39.1			
Adj Reference Time (s)		56.4	43.1			
Split Option						
Ref Time Combined (s)	0.0	52.4	39.1		0.0	
Ref Time Seperate (s)	0.0	52.4	39.1		0.0	
Reference Time (s)	52.4	52.4	39.1		0.0	
Adj Reference Time (s)	56.4	56.4	43.1		0.0	

Summary	NB SB	NE	Combined
Protected Option (s)	56.4	NA	
Permitted Option (s)	56.4	Err	
Split Option (s)	99.5	0.0	
Minimum (s)	56.4	0.0	56.4

Right Turns	SBR
Adj Reference Time (s)	75.3
Cross Thru Ref Time (s)	0.0
Oncoming Left Ref Time (s)	0.0
Combined (s)	75.3

Intersection Summary			
Intersection Capacity Utilization	62.8%	ICU Level of Service	B

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑↑↑	↑↑	↱		
Volume (vph)	0	2030	1070	1240	0	0
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	0	2030	1483	827	0	0
Lane Utilization Factor	1.00	0.91	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.96	0.85	0.95	0.85
Saturated Flow (vph)	0	5176	3466	1615	0	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	0.0	47.1	51.4	61.4		0.0
Adj Reference Time (s)	0.0	51.1	55.4	65.4		0.0
Permitted Option						
Adj Saturation A (vph)	0	1725	1733		0	
Reference Time A (s)	0.0	47.1	51.4		0.0	
Adj Saturation B (vph	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		47.1	51.4			
Adj Reference Time (s)		51.1	55.4			
Split Option						
Ref Time Combined (s)	0.0	47.1	51.4		0.0	
Ref Time Seperate (s)	0.0	47.1	37.0		0.0	
Reference Time (s)	47.1	47.1	51.4		0.0	
Adj Reference Time (s)	51.1	51.1	55.4		0.0	

Summary	NB SB	NE	Combined
Protected Option (s)	55.4	NA	
Permitted Option (s)	55.4	Err	
Split Option (s)	106.4	0.0	
Minimum (s)	55.4	0.0	55.4

Right Turns	SBR
Adj Reference Time (s)	65.4
Cross Thru Ref Time (s)	0.0
Oncoming Left Ref Time (s)	0.0
Combined (s)	65.4

Intersection Summary			
Intersection Capacity Utilization	54.5%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑↑↑	↑↑	↱		
Volume (vph)	0	2030	1070	1240	0	0
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	0	2030	1070	1240	0	0
Lane Utilization Factor	1.00	0.91	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	0	5176	3618	1615	0	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	0.0	47.1	35.5	92.1		0.0
Adj Reference Time (s)	0.0	51.1	39.5	96.1		0.0
Permitted Option						
Adj Saturation A (vph)	0	1725	1809		0	
Reference Time A (s)	0.0	47.1	35.5		0.0	
Adj Saturation B (vph	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		47.1	35.5			
Adj Reference Time (s)		51.1	39.5			
Split Option						
Ref Time Combined (s)	0.0	47.1	35.5		0.0	
Ref Time Seperate (s)	0.0	47.1	35.5		0.0	
Reference Time (s)	47.1	47.1	35.5		0.0	
Adj Reference Time (s)	51.1	51.1	39.5		0.0	

Summary	NB SB	NE	Combined
Protected Option (s)	51.1	NA	
Permitted Option (s)	51.1	Err	
Split Option (s)	90.6	0.0	
Minimum (s)	51.1	0.0	51.1

Right Turns	SBR
Adj Reference Time (s)	96.1
Cross Thru Ref Time (s)	0.0
Oncoming Left Ref Time (s)	0.0
Combined (s)	96.1

Intersection Summary			
Intersection Capacity Utilization	80.1%	ICU Level of Service	D

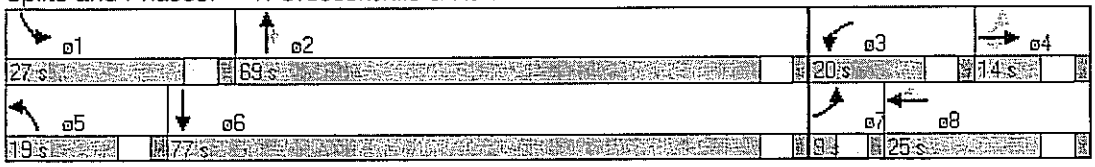
Reference Times and Phasing Options do not represent an optimized timing plan.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	50	50	130	240	20	140	130	1470	660	170	1830
Turn Type	pm+pt		Perm	Prot		Perm	Prot		Perm	Prot	
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4			8			2		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6
Minimum Initial (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0
Minimum Split (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	10.0	10.0	8.0	10.0
Total Split (s)	9.0	14.0	14.0	20.0	25.0	25.0	19.0	69.0	69.0	27.0	77.0
Total Split (%)	6.9%	10.8%	10.8%	15.4%	19.2%	19.2%	14.6%	53.1%	53.1%	20.8%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	14.5	9.5	9.5	15.7	22.1	22.1	14.3	67.9	67.9	19.5	73.0
Actuated g/C Ratio	0.11	0.07	0.07	0.12	0.17	0.17	0.11	0.53	0.53	0.15	0.57
v/c Ratio	0.33	0.60	0.56	0.79	0.28	0.25	0.72	0.60	0.66	0.69	0.88
Control Delay	47.5	64.7	21.2	72.3	18.6	11.7	75.7	22.6	8.7	65.3	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	64.7	21.2	72.3	18.6	11.7	75.7	22.6	8.7	65.3	28.8
LOS	D	E	C	E	B	B	E	C	A	E	C
Approach Delay		41.4			49.5			21.6			31.5
Approach LOS		D			D			C			C

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 128.6
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 29.0 — Intersection LOS: C
Intersection Capacity Utilization 71.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Crescentville & Rt-4

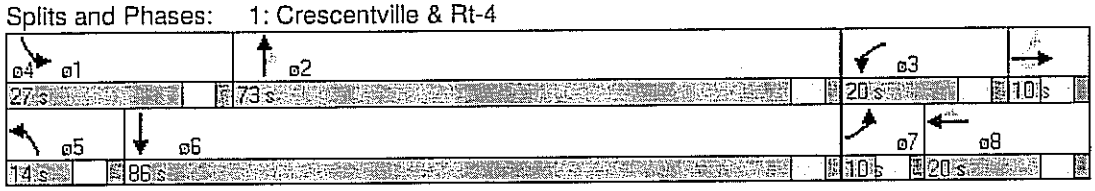


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	50	50	130	240	20	140	130	1470	660	170	1830
Turn Type	pm+pt		Perm	Prot		Perm	Prot		Perm	Prot	
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4			8			2		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6
Minimum Initial (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0
Minimum Split (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	10.0	10.0	8.0	10.0
Total Split (s)	10.0	10.0	10.0	20.0	20.0	20.0	14.0	73.0	73.0	27.0	86.0
Total Split (%)	7.7%	7.7%	7.7%	15.4%	15.4%	15.4%	10.8%	56.2%	56.2%	20.8%	66.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	12.0	6.0	6.0	16.0	18.0	18.0	10.0	72.5	72.5	19.5	82.0
Actuated g/C Ratio	0.09	0.05	0.05	0.12	0.14	0.14	0.08	0.56	0.56	0.15	0.63
v/c Ratio	0.39	0.80	0.77	1.02	0.33	0.30	1.04	0.56	0.65	0.70	0.98
Control Delay	52.6	106.5	42.5	116.1	21.2	13.5	144.8	20.0	8.3	66.1	37.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	106.5	42.5	116.1	21.2	13.5	144.8	20.0	8.3	66.1	37.2
LOS	D	F	D	F	C	B	F	B	A	E	D
Approach Delay		62.7			76.7			23.7			39.3
Approach LOS		E			E			C			D

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 130
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 36.4
Intersection LOS: D
Intersection Capacity Utilization 71.9%
ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Crescentville & Rt-4

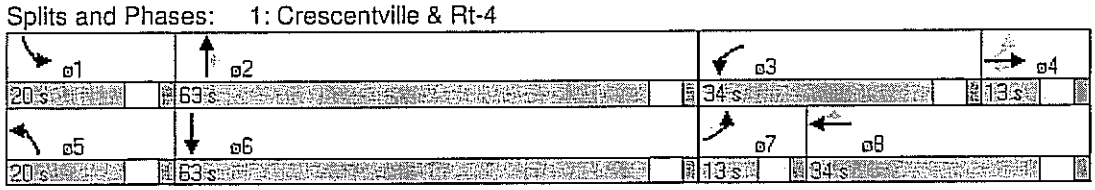


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	80	50	210	580	70	450	180	1710	140	160	1520
Turn Type	pm+pt		Perm	Prot		Perm	Prot		Perm	Prot	
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4			8			2		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	13.0	13.0	13.0	34.0	34.0	34.0	20.0	63.0	63.0	20.0	63.0
Total Split (%)	10.0%	10.0%	10.0%	26.2%	26.2%	26.2%	15.4%	48.5%	48.5%	15.4%	48.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	17.9	8.9	8.9	29.9	29.9	29.9	16.0	59.3	59.3	15.7	59.0
Actuated g/C Ratio	0.14	0.07	0.07	0.23	0.23	0.23	0.12	0.46	0.46	0.12	0.45
v/c Ratio	0.44	0.75	0.70	0.93	0.62	0.56	0.90	0.80	0.19	0.81	0.94
Control Delay	40.7	73.7	24.2	70.6	36.3	14.9	95.5	33.6	6.0	83.6	45.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	73.7	24.2	70.6	36.3	14.9	95.5	33.6	6.0	83.6	45.2
LOS	D	E	C	E	D	B	F	C	A	F	D
Approach Delay		42.0			49.0			37.2			48.6
Approach LOS		D			D			D			D

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 129.8
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 43.9 — Intersection LOS: D
Intersection Capacity Utilization 78.7% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Crescentville & Rt-4

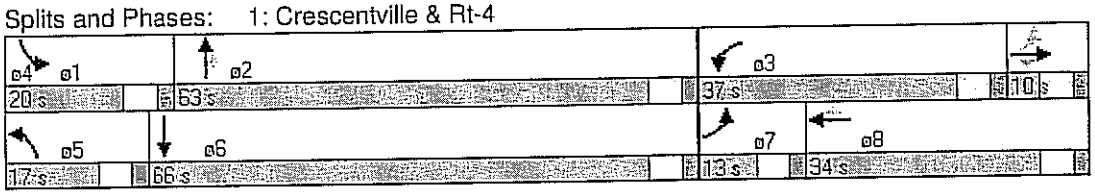


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	80	50	210	580	70	450	180	1710	140	160	1520
Turn Type	pm+pt		Perm	Prot		Perm	Prot		Perm	Prot	
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4			8			2		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	13.0	10.0	10.0	37.0	34.0	34.0	17.0	63.0	63.0	20.0	66.0
Total Split (%)	10.0%	7.7%	7.7%	28.5%	26.2%	26.2%	13.1%	48.5%	48.5%	15.4%	50.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	14.9	6.0	6.0	33.0	30.1	30.1	13.0	59.3	59.3	15.7	62.0
Actuated g/C Ratio	0.11	0.05	0.05	0.25	0.23	0.23	0.10	0.46	0.46	0.12	0.48
v/c Ratio	0.49	1.05	0.99	1.11	0.63	0.58	1.11	0.80	0.19	0.81	1.11
Control Delay	43.5	144.1	84.0	117.3	36.3	19.3	152.1	33.7	6.0	83.8	91.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	144.1	84.0	117.3	36.3	19.3	152.1	33.7	6.0	83.8	91.5
LOS	D	F	F	F	D	B	F	C	A	F	F
Approach Delay		92.2			74.9			42.3			90.8
Approach LOS		F			E			D			F

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 140
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 68.8
Intersection LOS: E
Intersection Capacity Utilization 78.7%
ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Crescentville & Rt-4



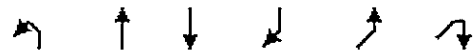
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑↑↑	↑↑↱	↱		
Volume (vph)	0	2410	1300	1060	0	0
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	0	2410	1653	707	0	0
Lane Utilization Factor	1.00	0.91	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.97	0.85	0.95	0.85
Saturated Flow (vph)	0	5176	3502	1615	0	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	0.0	55.9	56.7	52.5		0.0
Adj Reference Time (s)	0.0	59.9	60.7	56.5		0.0
Permitted Option						
Adj Saturation A (vph)	0	1725	1751		0	
Reference Time A (s)	0.0	55.9	56.7		0.0	
Adj Saturation B (vph	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		55.9	56.7			
Adj Reference Time (s)		59.9	60.7			
Split Option						
Ref Time Combined (s)	0.0	55.9	56.7		0.0	
Ref Time Seperate (s)	0.0	55.9	44.6		0.0	
Reference Time (s)	55.9	55.9	56.7		0.0	
Adj Reference Time (s)	59.9	59.9	60.7		0.0	

Summary	NB SB	NE	Combined
Protected Option (s)	60.7	NA	
Permitted Option (s)	60.7	Err	
Split Option (s)	120.5	0.0	
Minimum (s)	60.7	0.0	60.7

Right Turns	SBR
Adj Reference Time (s)	56.5
Cross Thru Ref Time (s)	0.0
Oncoming Left Ref Time (s)	0.0
Combined (s)	56.5

Intersection Summary			
Intersection Capacity Utilization	50.5%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑↑↑	↑↑	↱		
Volume (vph)	0	2410	1300	1060	0	0
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	0	2410	1300	1060	0	0
Lane Utilization Factor	1.00	0.91	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	0	5176	3618	1615	0	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	0.0	55.9	43.1	78.8		0.0
Adj Reference Time (s)	0.0	59.9	47.1	82.8		0.0
Permitted Option						
Adj Saturation A (vph)	0	1725	1809		0	
Reference Time A (s)	0.0	55.9	43.1		0.0	
Adj Saturation B (vph	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		55.9	43.1			
Adj Reference Time (s)		59.9	47.1			
Split Option						
Ref Time Combined (s)	0.0	55.9	43.1		0.0	
Ref Time Seperate (s)	0.0	55.9	43.1		0.0	
Reference Time (s)	55.9	55.9	43.1		0.0	
Adj Reference Time (s)	59.9	59.9	47.1		0.0	

Summary	NB SB	NE	Combined
Protected Option (s)	59.9	NA	
Permitted Option (s)	59.9	Err	
Split Option (s)	107.0	0.0	
Minimum (s)	59.9	0.0	59.9

Right Turns	SBR
Adj Reference Time (s)	82.8
Cross Thru Ref Time (s)	0.0
Oncoming Left Ref Time (s)	0.0
Combined (s)	82.8

Intersection Summary			
Intersection Capacity Utilization	69.0%	ICU Level of Service	C

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑↑↑	↑↑→	↱		
Volume (vph)	0	2170	1150	1330	0	0
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	0	2170	1593	887	0	0
Lane Utilization Factor	1.00	0.91	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.96	0.85	0.95	0.85
Saturated Flow (vph)	0	5176	3467	1615	0	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	0.0	50.3	55.2	65.9		0.0
Adj Reference Time (s)	0.0	54.3	59.2	69.9		0.0
Permitted Option						
Adj Saturation A (vph)	0	1725	1733		0	
Reference Time A (s)	0.0	50.3	55.2		0.0	
Adj Saturation B (vph	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		50.3	55.2			
Adj Reference Time (s)		54.3	59.2			
Split Option						
Ref Time Combined (s)	0.0	50.3	55.2		0.0	
Ref Time Seperate (s)	0.0	50.3	39.8		0.0	
Reference Time (s)	50.3	50.3	55.2		0.0	
Adj Reference Time (s)	54.3	54.3	59.2		0.0	

Summary	NB SB	NE	Combined
Protected Option (s)	59.2	NA	
Permitted Option (s)	59.2	Err	
Split Option (s)	113.5	0.0	
Minimum (s)	59.2	0.0	59.2

Right Turns	SBR
Adj Reference Time (s)	69.9
Cross Thru Ref Time (s)	0.0
Oncoming Left Ref Time (s)	0.0
Combined (s)	69.9

Intersection Summary			
Intersection Capacity Utilization	58.2%	ICU Level of Service	B

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑↑↑	↑↑	↱		
Volume (vph)	0	2170	1150	1330	0	0
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120					
Volume Combined (vph)	0	2170	1150	1330	0	0
Lane Utilization Factor	1.00	0.91	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	0	5176	3618	1615	0	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	0.0	50.3	38.1	98.8		0.0
Adj Reference Time (s)	0.0	54.3	42.1	102.8		0.0
Permitted Option						
Adj Saturation A (vph)	0	1725	1809		0	
Reference Time A (s)	0.0	50.3	38.1		0.0	
Adj Saturation B (vph	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		50.3	38.1			
Adj Reference Time (s)		54.3	42.1			
Split Option						
Ref Time Combined (s)	0.0	50.3	38.1		0.0	
Ref Time Seperate (s)	0.0	50.3	38.1		0.0	
Reference Time (s)	50.3	50.3	38.1		0.0	
Adj Reference Time (s)	54.3	54.3	42.1		0.0	

Summary	NB SB	NE	Combined
Protected Option (s)	54.3	NA	
Permitted Option (s)	54.3	Err	
Split Option (s)	96.5	0.0	
Minimum (s)	54.3	0.0	54.3

Right Turns	SBR
Adj Reference Time (s)	102.8
Cross Thru Ref Time (s)	0.0
Oncoming Left Ref Time (s)	0.0
Combined (s)	102.8

Intersection Summary			
Intersection Capacity Utilization	85.7%	ICU Level of Service	E

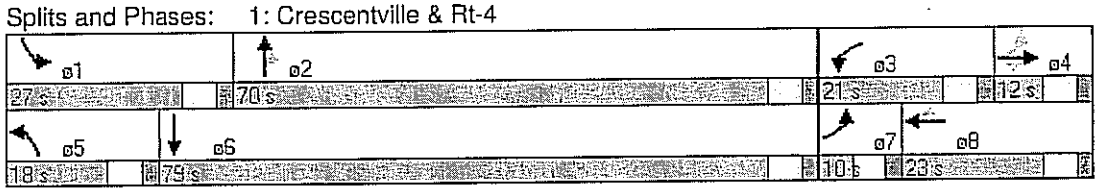
Reference Times and Phasing Options do not represent an optimized timing plan.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	60	50	140	260	20	150	140	1570	700	180	1960
Turn Type	pm+pt		Perm	Prot		Perm	Prot		Perm	Prot	
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4			8			2		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6
Minimum Initial (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0
Minimum Split (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	10.0	10.0	8.0	10.0
Total Split (s)	10.0	12.0	12.0	21.0	23.0	23.0	18.0	70.0	70.0	27.0	79.0
Total Split (%)	7.7%	9.2%	9.2%	16.2%	17.7%	17.7%	13.8%	53.8%	53.8%	20.8%	60.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	14.0	8.0	8.0	16.7	20.8	20.8	13.8	68.8	68.8	20.0	75.0
Actuated g/C Ratio	0.11	0.06	0.06	0.13	0.16	0.16	0.11	0.53	0.53	0.15	0.58
v/c Ratio	0.41	0.67	0.64	0.80	0.31	0.28	0.80	0.63	0.70	0.72	0.92
Control Delay	50.8	76.7	24.5	72.7	18.8	12.2	86.1	23.2	10.5	66.8	31.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	76.7	24.5	72.7	18.8	12.2	86.1	23.2	10.5	66.8	31.3
LOS	D	E	C	E	B	B	F	C	B	E	C
Approach Delay		45.8			50.2			23.2			34.0
Approach LOS		D			D			C			C

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 129.6
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 31.1 — Intersection LOS: C
Intersection Capacity Utilization 75.9% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Crescentville & Rt-4

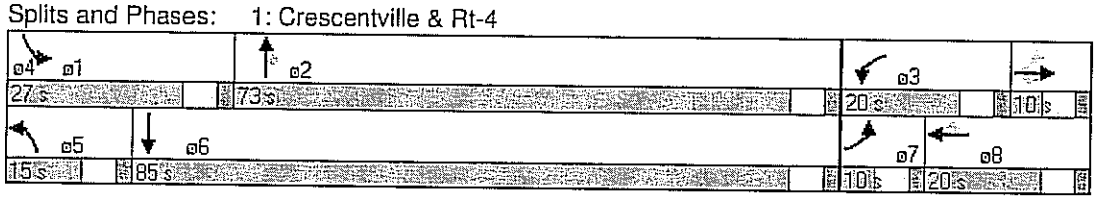


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	60	50	140	260	20	150	140	1570	700	180	1960
Turn Type	pm+pt		Perm	Prot		Perm	Prot		Perm	Prot	
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4			8			2		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6
Minimum Initial (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0
Minimum Split (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	10.0	10.0	8.0	10.0
Total Split (s)	10.0	10.0	10.0	20.0	20.0	20.0	15.0	73.0	73.0	27.0	85.0
Total Split (%)	7.7%	7.7%	7.7%	15.4%	15.4%	15.4%	11.5%	56.2%	56.2%	20.8%	65.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	12.0	6.0	6.0	16.0	18.0	18.0	11.0	72.0	72.0	20.0	81.0
Actuated g/C Ratio	0.09	0.05	0.05	0.12	0.14	0.14	0.08	0.55	0.55	0.15	0.62
v/c Ratio	0.47	0.82	0.80	1.10	0.34	0.31	1.01	0.61	0.69	0.72	1.06
Control Delay	56.5	107.8	44.7	137.8	20.6	13.4	135.4	21.0	10.4	67.3	61.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	107.8	44.7	137.8	20.6	13.4	135.4	21.0	10.4	67.3	61.6
LOS	E	F	D	F	C	B	F	C	B	E	E
Approach Delay		64.3			90.1			24.6			62.0
Approach LOS		E			F			C			E

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 140
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 47.9 — Intersection LOS: D
Intersection Capacity Utilization 75.9% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Crescentville & Rt-4

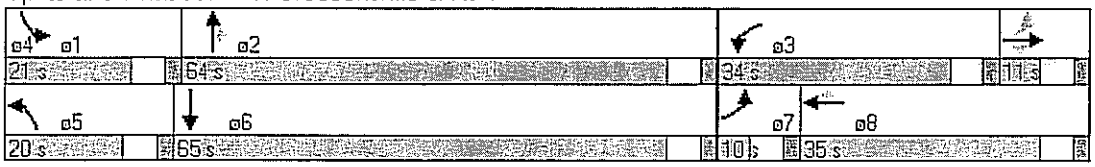


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	90	50	230	620	70	480	190	1830	150	170	1630
Turn Type	pm+pt		Perm	Prot		Perm	Prot		Perm	Prot	
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4			8			2		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	10.0	11.0	11.0	34.0	35.0	35.0	20.0	64.0	64.0	21.0	65.0
Total Split (%)	7.7%	8.5%	8.5%	26.2%	26.9%	26.9%	15.4%	49.2%	49.2%	16.2%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	13.0	7.0	7.0	30.0	31.0	31.0	16.0	60.4	60.4	16.6	61.0
Actuated g/C Ratio	0.10	0.05	0.05	0.23	0.24	0.24	0.12	0.46	0.46	0.13	0.47
v/c Ratio	0.71	0.91	0.86	0.99	0.65	0.58	0.95	0.84	0.20	0.82	0.98
Control Delay	65.0	108.2	44.8	83.0	35.6	18.3	105.7	34.8	6.3	82.8	50.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	108.2	44.8	83.0	35.6	18.3	105.7	34.8	6.3	82.8	50.7
LOS	E	F	D	F	D	B	F	C	A	F	D
Approach Delay		66.1			56.6			39.1			53.6
Approach LOS		E			E			D			D

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 120
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 49.4 — Intersection LOS: D
Intersection Capacity Utilization 83.1% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Crescentville & Rt-4

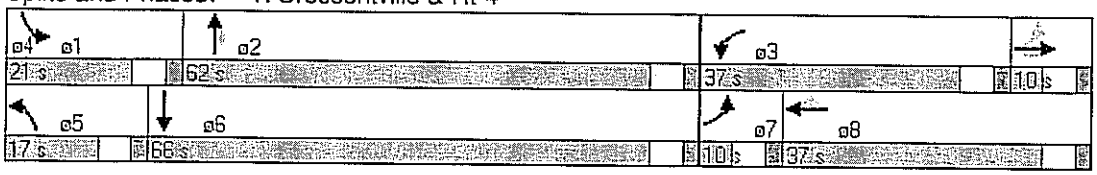


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	90	50	230	620	70	480	190	1830	150	170	1630
Turn Type	pm+pt		Perm	Prot		Perm	Prot		Perm	Prot	
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4			8			2		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	10.0	10.0	10.0	37.0	37.0	37.0	17.0	62.0	62.0	21.0	66.0
Total Split (%)	7.7%	7.7%	7.7%	28.5%	28.5%	28.5%	13.1%	47.7%	47.7%	16.2%	50.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	12.0	6.0	6.0	33.0	33.0	33.0	13.0	58.4	58.4	16.6	62.0
Actuated g/C Ratio	0.09	0.05	0.05	0.25	0.25	0.25	0.10	0.45	0.45	0.13	0.48
v/c Ratio	0.71	1.12	1.05	1.19	0.63	0.57	1.17	0.87	0.21	0.82	1.19
Control Delay	64.1	158.4	101.9	144.7	33.3	20.4	170.7	37.7	7.0	82.8	125.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.1	158.4	101.9	144.7	33.3	20.4	170.7	37.7	7.0	82.8	125.0
LOS	E	F	F	F	C	C	F	D	A	F	F
Approach Delay		110.1			89.3			47.2			121.2
Approach LOS		F			F			D			F

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 150
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 85.3 — Intersection LOS: F
Intersection Capacity Utilization 83.1% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Crescentville & Rt-4



City of Springdale

DOYLE H. WEBSTER
Mayor

CECIL W. OSBORN
City Administrator

Kathy McNear
Clerk of Council / Finance Director

ECONOMIC GROWTH

A. The Project will directly secure new development.

The Project will greatly improve ingress/egress for the Pictoria Office Tower I, due to the improvement in the Level of Service at the State Route 4/Crescentville Road intersection. This 253,353 SF building, which is located in the northeast quadrant of the intersection of Route 4 and I-275, has experienced an extremely slow lease-up to the extent that over 25% of the facility has remained vacant over the past 5 years since its initial construction. The Owner/Developer's agent, Cincinnati Capital Properties, attributes this 63,338 SF vacancy in part to the difficulty of building access at State Route 4 and Crescentville Road. The improvement will alleviate that problem and allow for the leasing of the space which should account for an increase of approximately 252 jobs and approximately $9,000,000 in annual payroll. This assumes four (4) persons per 1,000 SF of building space and average compensation of $35,000 per job.

B. The Project will permit more development.

The overall Pictoria Business Park Project has approximately 20 remaining undeveloped acres for office construction. It is unlikely that additional development will occur on the two sites until ingress and egress is improved at State Route 4 and Crescentville Road. The remaining land is designed to support an additional 500,000 SF of office facilities, which in turn will support 2,000 additional jobs, and a payroll of approximately $70,000,000 assuming the same standards applied above.

City of Springdale

DOYLE H. WEBSTER
Mayor

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City Administrator

Kathy McNear
Clerk of Council / Finance Director

INTERCHANGE MODIFICATION STUDY

State Route 4 (Southbound) and Interstate -275 Entrance Ramps

SUMMARY OF PURPOSE: With the proposed improvements to the Crescentville / State Route 4 intersection (recommended in a safety study and approved by ODOT and currently under construction, PID 76380), it was noted that the high volume of traffic entering I-275 from southbound State Route 4 would negatively impact the Crescentville/State Route 4 intersection even with the recommended improvements to the intersection. Therefore, the addition of a second southbound lane to the I-275 entrance ramps was developed and the attached interchange Modification Study was produced and approved by ODOT and FHWA. The purpose if the IMS was to verify that the noted improvements would not have a negative impact on I-275.

Therefore, just as a clarification, Table 3, "Summary of At-Grade Intersection Capacity Analysis Results" is not intended to justify the improvements on State Route 4, this information was intended to confirm that the improvements would not adversely affect I-275. Therefore, the analysis in the IMS was not geared to show the specific improvements at the Crescentville / State Route 4 Intersection (it did not account for the unbalanced lane utilization at the Crescentville / State Route 4 Intersection caused by the high traffic volume southbound traveling to i-275).

The tables included in the application, 2005 Level of Service Summary and 2025 Level of Service Summary are results of the more detailed analysis for the intersection that reflects the actual impact of the additional southbound lane at the I-275 entrance ramps on the Crescentville / State Route 4 Intersection.

OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 8, 505 South S.R. 741, Lebanon, OHIO 45036-9518
(513) 932-3030 or 1-800-831-2142

DEC 9 20..

2000098

TRANSPORTATION PLANNING & PROGRAMS DEPARTMENT

December 4, 2002

CDS Associates
Attn: Wayne Shuler, P.E.-P.S.
11120 Kenwood Road
Blue Ash, Ohio 45242-1818

Re: IR 275 at SR 4

Dear Wayne:

Attached is a copy of the approval of the IMS. You may now proceed with the design. Remember that any work in the Limited Access Right-of-Way, of IR 275 or SR 4, will require a permit from ODOT.

If you have any questions, you can contact me at 1-800-831-2142, extension 307.

Respectfully,

Jay Hamilton, P.E.
District 8 Traffic Planning Engineer

JH:jh

Attachment

c: Hilbert
File (w/attachment)
Reading File

OHIO DEPARTMENT OF TRANSPORTATION
CENTRAL OFFICE, P.O. BOX 899, COLUMBUS, OHIO 43216-0899

November 21, 2002

Mr. Leonard E. Brown
Division Administrator
Federal Highway Administration
200 North High Street
Columbus, Ohio 43215

...V 26 02 P 3:20

Re: Interstate Access Modification
Hamilton I-275 and SR 4

Dear Mr. Brown:

Enclosed for your review and approval is a request to modify the I-275 and SR 4 interchange in Hamilton county. This project will widen SR 4 from 5 to 7 lanes at the Crescentville intersection. The modification will also change how the SR 4 southbound lanes algin with the I-275 on ramps. The traffic study shows the proposed interchange modification will not degrade the operation or safety of the roadway network in the interchange area.

The State recommends the proposal be approved and your concurrence is requested.

Respectfully

Gordon D. Proctor

Gordon D. Proctor
Director

GDP:tm

APPROVED Date 11/26/2002
Mark L. Vander Ende
FOR THE DIVISION ADMR. FHWA

Interchange Modification Study

State Route 4 (Southbound) & Interstate-275 Entrance Ramps

City of Springdale
Hamilton County, Ohio

City of Fairfield
Butler County, Ohio

October, 2002

Prepared by:

TEC Engineering, Inc.
161 Northland Boulevard
Cincinnati, Ohio 45246
(513)771.8828

Interchange Modification Study

State Route 4 (Southbound) &
Interstate-275 Entrance Ramps

City of Springdale
Hamilton County, Ohio
&
City of Fairfield
Butler County, Ohio

October, 2002

Table of Contents

PROJECT REPORT

Executive Summary

The purpose of this study is to evaluate the impact of the proposed improvements at the interchange of the I-275 Eastbound and Westbound entrance ramps from southbound State Route 4. These improvements are to accommodate the congestion in the southbound State Route 4 lane that leads to the entrance ramps, as well as accommodate future improvements being made to State Route 4 within the City of Fairfield corporation limits.

State Route 4 is a major north-south arterial connecting the City of Springdale and the City of Fairfield to I-275. It serves commercial, office and residential land-uses. These improvements are to accommodate the congestion in the southbound State Route 4 lane that leads to the entrance ramps.

A large portion of the southbound State Route 4 traffic enters I-275. This traffic is forced to enter the I-275 ramps from a single southbound lane, creating excessive traffic delays on southbound State Route 4, leading to the I-275 entrance ramps. This congestion causes excessive delay and decreases capacity, particularly for southbound traffic, at the SR 4 / Crescentville Road intersection.

The City of Springdale would like to reduce the current congestion and prevent future congestion on southbound State Route 4 and the associated entrance ramps to I-275 by providing an additional lane exclusively for the traffic entering Westbound I-275. The geometric improvement recommended by TEC Engineering will accommodate an additional ramp lane by changing the rightmost southbound SR 4 through lane to a shared southbound SR 4 / I-275 Eastbound Ramp. The existing and proposed geometric improvements can be found in Appendix B.

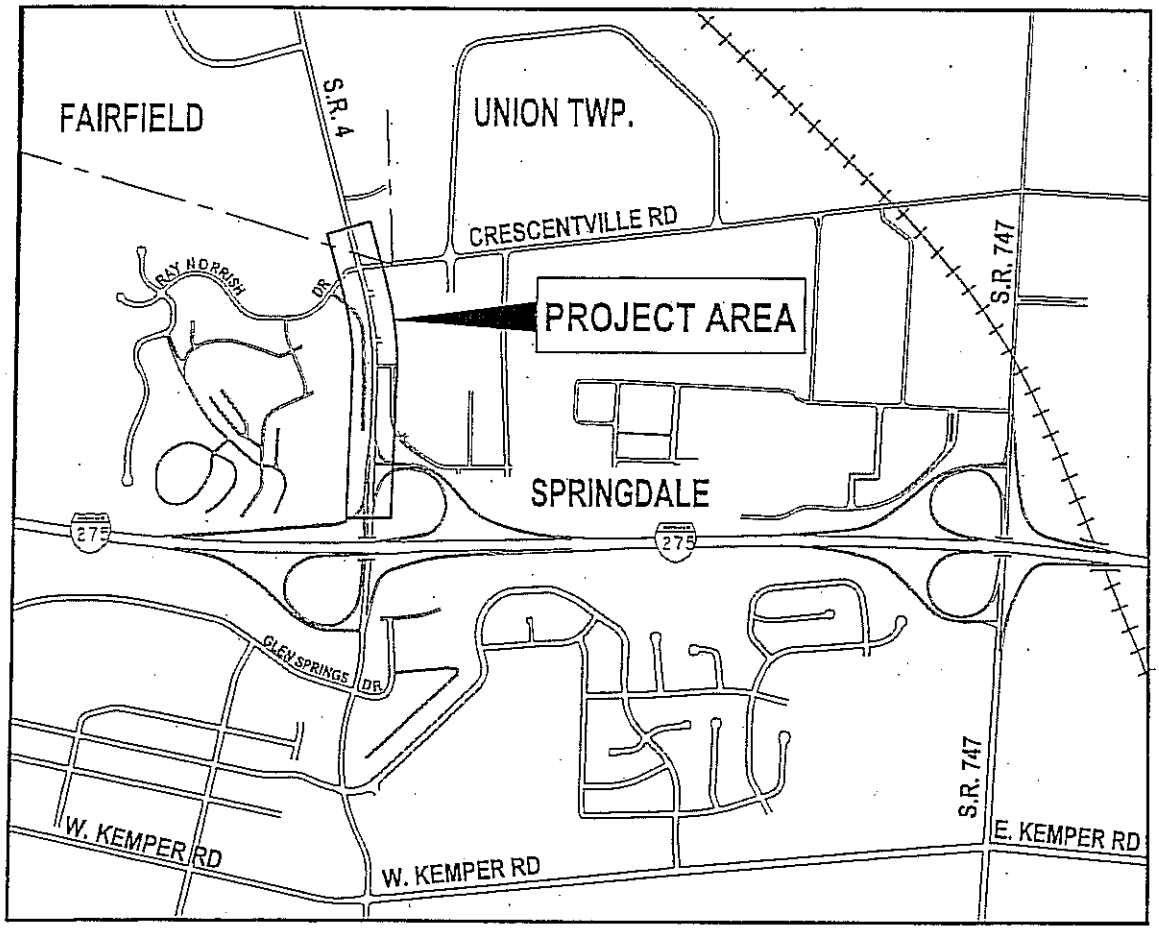
The objective for this study was to determine the impact that the proposed improvements on State Route 4 will have on Interstate 275 and the two adjacent I-275 interchanges (Winton Road and State Route 747). It was determined that the proposed roadway improvements on SR 4 would minimally increase the volume of traffic accessing I-275. The traffic operational analyses indicates no significant reductions in Level-of-Service on I-275 for the opening or design years.

The proposed improvements at the southbound SR 4 ramps to I-275 will reduce congestion on SR 4 by dividing I-275 ramp traffic between two lanes. Therefore, we recommend that an additional I-275 ramp lane be implemented in conjunction with the improvements to be made by the City of Fairfield.

Introduction

The purpose of this study is to evaluate the impact of the proposed improvements at the interchange of the I-275 Eastbound and Westbound entrance ramps from southbound State Route 4. These improvements are to accommodate the congestion in the southbound State Route 4 lane that leads to the entrance ramps, as well as accommodate future improvements being made to State Route 4 in the City of Fairfield corporation limits. This report summarizes the findings of the traffic study conducted by TEC Engineering, Inc.

The proposed improvements are located in the City of Springdale, Hamilton County, Ohio at the State Route 4 / I-275 Interchange. The project area consists of approximately 2300 feet of State Route 4, extending from the intersection of Crescentville Road and State Route 4 to the I-275 entrance ramps. Also included in the project study area are 3 miles of I-275, between the State Route 747 Interchange and the Winton Road Interchange. *Figure A* is a vicinity map that depicts the project and the surrounding area.



SCALE IN FEET

SR 4 / I-275
INTERCHANGE MODIFICATION STUDY

TEC Engineering, Inc.

VICINITY MAP
FIGURE "A"

Problem Description / Existing Conditions

State Route 4 is a major north-south arterial connecting the City of Springdale and the City of Fairfield to I-275. It serves commercial, office and residential land-uses. The daytime population of the City of Springdale is approximately 60,000. The population of the City of Fairfield consists of approximately 42,000 residents. These improvements are to accommodate the congestion in the southbound State Route 4 lane that leads to the entrance ramps.

The existing geometry of State Route 4, just north of the I-275 Interchange, consists of six lanes. There are three southbound lanes consisting of an outside lane that leads to both of the I-275 entrance ramps and two lanes that lead south on State Route 4. There are also three northbound lanes. The current southbound ADT on State Route 4, south of Crescentville, is 24,800. The current northbound ADT on State Route 4, south of Crescentville, is 26,940.

A large portion of the southbound State Route 4 traffic enters I-275. This traffic is forced to enter the I-275 ramps from a single southbound lane, creating excessive traffic delays on southbound State Route 4, leading to the I-275 entrance ramps. The AM peak hour is the worst-case scenario, as the existing congestion extends from the I-275 entrance ramps to the intersection of SR 4 / Crescentville Road. This congestion causes excessive delay and decreases capacity, particularly for southbound traffic, at the SR 4 / Crescentville Road intersection.

Proposed Project

The City of Fairfield will be improving State Route 4 within their corporation limits from 5 lanes to 7 lanes at the intersection of State Route 4 and Crescentville Road. These improvements will lead directly into the City of Springdale corporation limits. To avoid additional congestion caused by a bottleneck situation, the City of Springdale wishes to coordinate improvements to State Route 4 and the interstate ramps with improvements being made by the City of Fairfield.

The City of Springdale would like to reduce the current congestion and prevent future congestion on southbound State Route 4 and the associated entrance ramps to I-275 by providing an additional lane exclusively for the traffic heading for the Westbound I-275 Entrance Ramp. The geometric improvement recommended by TEC Engineering will accommodate an additional ramp lane by changing the rightmost southbound SR 4 through lane to a shared southbound SR 4 / I-275 Eastbound Ramp lane. This configuration will allow for two southbound through lanes to be maintained at the intersection of State Route 4 and the Westbound I-275 Exit Ramp.

The proposed improvements also include modification to the northbound SR 4 approach to Crescentville Road. It is proposed that the existing exclusive right turn lane be changed to an exclusive through lane to match the additional northbound through lane that will be constructed on the north side of Crescentville as part of the improvements to be made by the City of Fairfield. State Route 4 will be widened on the east side of the road, south of Crescentville Road, to accommodate an exclusive right turn lane.

The proposed geometric improvement can be found in *Appendix B, Page 2.*

Study Methodology

The objective for this study was to determine the impact that the proposed improvements on State Route 4 will have on I-275 and the two adjacent I-275 interchanges (Winton Road and State Route 747). The following steps were taken to determine the extent of impact on I-275:

- Determine the scope of the study and define the project limits
- Obtain certified traffic for the opening and design years
- Evaluate existing peak hour conditions within the project limits
- Determine the impact of the proposed improvements on I-275
- Conduct the Interchange Modification Study, as directed by ODOT

The opening and design year traffic data was obtained from the Ohio Department of Transportation, Bureau of Technical Services. The opening and design year traffic data includes the AM and PM peak hour traffic for the intersection of SR 4 and Crescentville Road, the I-275/SR 4 Interchange, and weaving volumes on I-275 adjacent to the SR 4 Interchange. The certified traffic data has been included in *Appendix A*.

In order to determine what amounts of additional traffic may access I-275 due to increased capacity at the intersection of SR 4 and Crescentville Road, a Capacity Analysis of existing and improved geometry with future traffic (opening year 2005 and design year 2025) was performed. The minor street approach-delay values were balanced with the worst-case major street approach-delay values. In any case where the approach volumes exceeded capacity (volume to capacity ratio was greater than one), the volume was reduced to 100% of capacity. A percentage of the difference in the existing and improved capacities of the intersection movements that contribute to southbound SR 4 traffic represents additional traffic able to access I-275 after improvements. Lane utilization factors were input manually for the contributing movements to account for the limited weaving area south of Crescentville Road for each analysis.

Highway Capacity Analysis

The Signalized module of the Highway Capacity Software (HCS), version 4.1c, was used to determine the capacity and Level-of-Service at the intersection of SR 4 and Crescentville Road. The analysis was performed for existing and proposed geometry with both opening year 2005 and design year 2025 traffic volumes. Volumes were adjusted to decrease all V/C ratios to 1.0 using the approach-delay balanced capacity analysis results. Please refer to the V/C Ratio Summary in Table 1.

Table 1a

SR 4 and Crescentville Road Intersection V/C Ratios for Movements Contributing to the Southbound Approach to I-275 Opening Year 2005						
Analysis Condition	**AM Analysis Results**			**PM Analysis Results**		
Movement	EB R	WB L	SB TH	EB R	WB L	SB TH
Before Improvement	1.01	0.88	1.19	1.21	0.91	1.25
After Improvement	0.79	0.70	1.05	1.10	0.79	1.14

Table 1b

SR 4 and Crescentville Road Intersection V/C Ratios for Movements Contributing to the Southbound Approach to I-275 Design Year 2025						
Analysis Condition	**AM Analysis Results**			**PM Analysis Results**		
Movement	EB R	WB L	SB TH	EB R	WB L	SB TH
Before Improvement	1.23	1.06	1.29	1.40	0.94	1.34
After Improvement	0.85	0.80	1.11	1.20	0.87	1.20

It was determined that the proposed roadway improvements on SR 4 would minimally increase the volume of traffic accessing I-275. The proposed improvements would increase traffic accessing Eastbound I-275 by a maximum of 183 vehicles during the AM Peak in the design year 2025. The proposed improvements would increase traffic accessing Westbound I-275 by a maximum of 33 vehicles during the PM Peak in the design year 2025. Please refer to the Adjusted Volume Summary in Table 2. The detailed analysis reports have been included in *Appendix C*.

Table 2a

Summary of Adjusted Volumes SB SR 4 and I-275 Ramps Opening Year 2005						
Analysis Condition	AM Adjusted Volumes			PM Adjusted Volumes		
Movement	WB Ramp	EB Ramp	SB RT 4	WB Ramp	EB Ramp	SB RT 4
Certified Volumes	160	1440	540	410	830	1070
Before Improvement	139	1248	468	350	708	912
After Improvement	154	1383	519	373	756	975
Additional Traffic	15	135	51	24	48	62

Table 2b

Summary of Adjusted Volumes SB SR 4 and I-275 Ramps Design Year 2025						
Analysis Condition	AM Adjusted Volumes			PM Adjusted Volumes		
Movement	WB Ramp	EB Ramp	SB RT 4	WB Ramp	EB Ramp	SB RT 4
Certified Volumes	180	1500	570	480	860	1130
Before Improvement	143	1194	454	387	694	912
After Improvement	165	1377	523	420	753	989
Additional Traffic	22	183	69	33	59	77

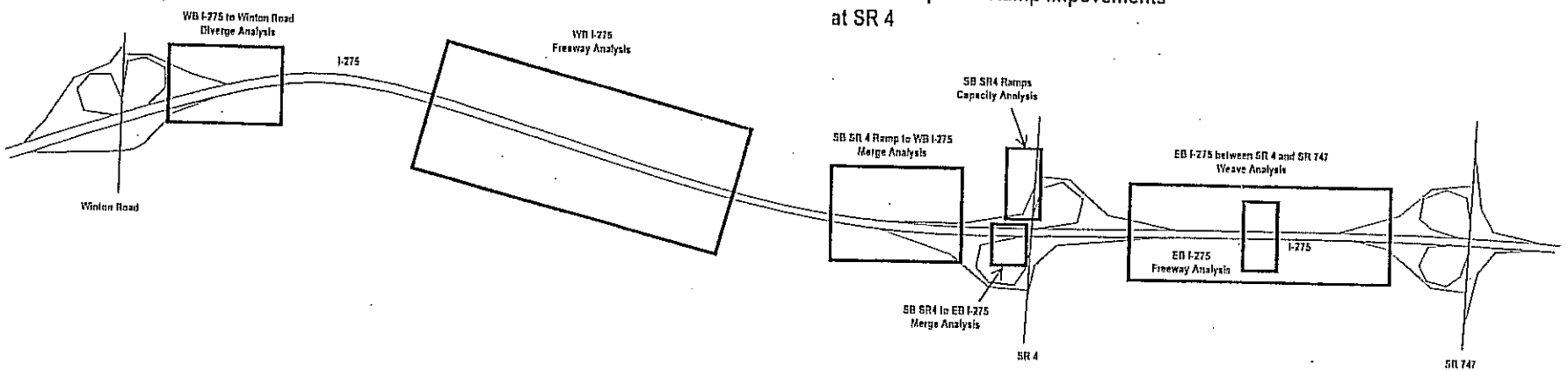
* Indicates maximum additional eastbound and westbound interstate traffic due to SR 4 improvements

After it was determined that the addition of a lane on the ramps and the geometric improvements at SR 4 and Crescentville Road would increase traffic on the interstate, a Capacity Analysis was conducted for I-275. The scope of the study was determined by the Ohio Department of Transportation, Bureau of Planning. The study includes the following analyses:

- Weave Analysis: Eastbound I-275 between the SR 4 interchange and the SR 747 interchange
- Merge Analysis: Southbound SR 4 ramps to I-275
- Diverge Analyses: Westbound I-275 to Winton Road
- Freeway Analysis: Eastbound I-275 between the SR 4 interchange and the SR 747 interchange; and Westbound I-275, between the SR 4 interchange and the Winton Road interchange

The various modules of Highway Capacity Software, version 4.1c, were used for these analyses. *Figure B* depicts the locations of each analysis.

Analyses of Additional Traffic Due to Proposed Ramp Impovements at SR 4



SR 4/I-275 INTERCHANGE MODIFICATION STUDY		
TEC Engineering, Inc.	ANALYSES LOCATIONS	
	FIGURE "B"	9

Results and Conclusions

It was determined that the addition of an I-275 ramp lane on southbound SR 4 and improvements at SR 4 and Crescentville Road would increase traffic on Westbound I-275 by a maximum of 33 vehicles and would increase traffic on Eastbound I-275 by a maximum of 183 vehicles during the worst case study periods. A summary of the results of the approach-delay balanced signal capacity analysis for the intersection of SR 4 and Crescentville Road can be found in Table 3. The results of the Freeway, Weave, and Merge/Diverge analyses are summarized in Tables 4. Please refer to the calculations in *Appendices D, E, F* and *G*.

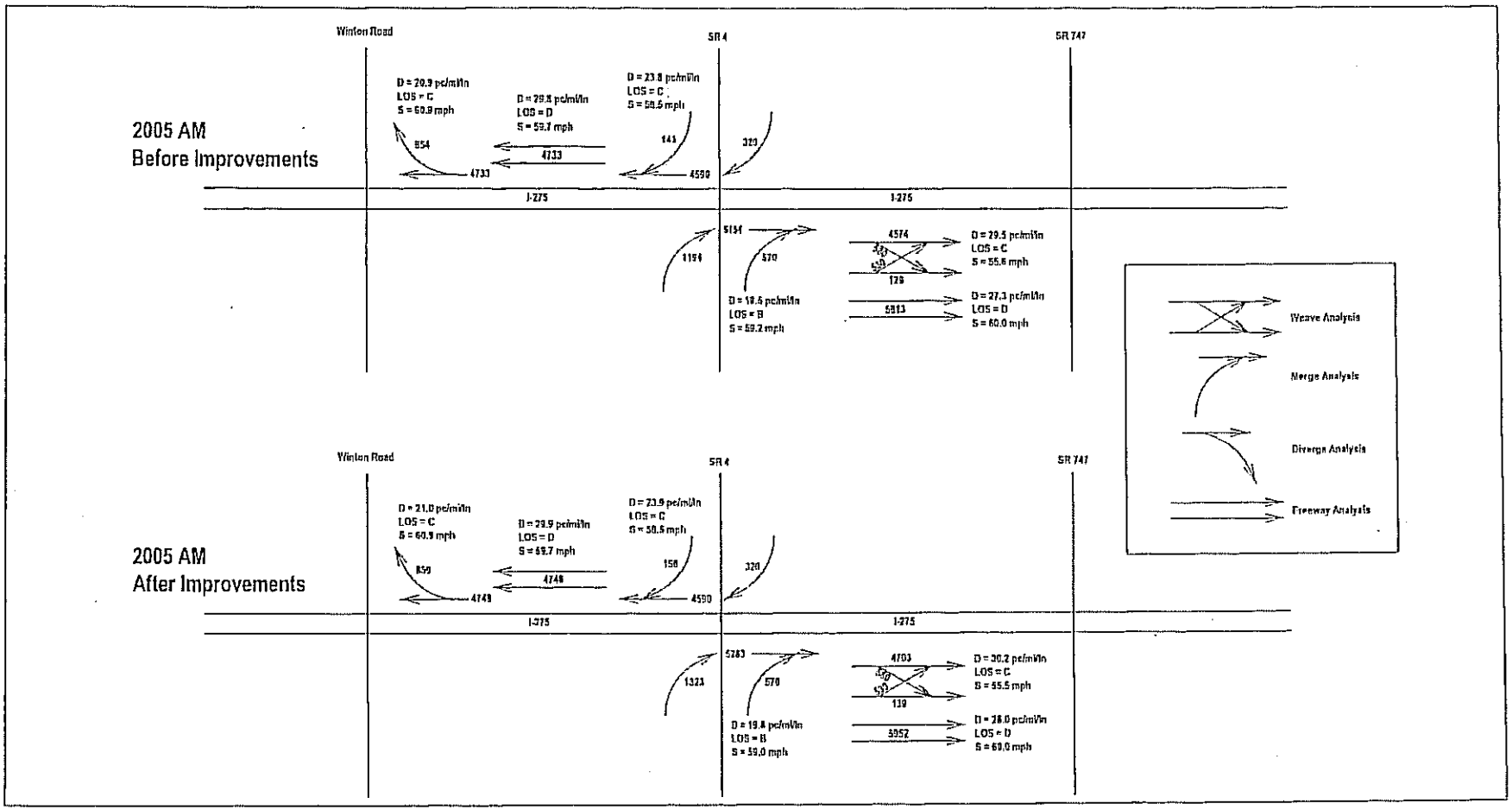
Table 3 – Summary of At-Grade Intersection Capacity Analysis Results

Location	Scenario	AM Peak Hour LOS/Delay		PM Peak Hour LOS/Delay	
		Opening Year	Design Year	Opening Year	Design Year
		2005	2025	2005	2025
SR 4 and Crescentville Road Eastbound Approach	Before	F/112	F/154	F/147	F/197
	After	E/75	F/81	F/118	F/142
SR 4 and Crescentville Road Westbound Approach	Before	F/109	F/164	F/155	F/167
	After	E/74	F/87	F/113	F/137
SR 4 and Crescentville Road Northbound Approach	Before	D/38	D/41	F/131	F/163
	After	D/49	D/54	E/75	F/90
SR 4 and Crescentville Road Southbound Approach	Before	F/113	F/153	F/156	F/195
	After	E/67	F/89	F/118	F/143
SR 4 and Crescentville Road Intersection	Before	F/80	F/105	F/145	F/177
	After	E/60	E/73	F/100	F/121

Table 4 – Summary of Highway Capacity Analyses Results

Analysis Type	Location	Scenario	AM Peak Hour LOS/Density/Speed		PM Peak Hour LOS/Density/Speed	
			Opening Year 2005	Design Year 2025	Opening Year 2005	Design Year 2025
Ramp Merge Analysis	SR 4 Ramps and Westbound I-275	Before	C / 23.8 / 58.5	C / 27.7 / 57.0	C / 25.2 / 58.2	D / 29.1 / 56.5
		After	C / 23.9 / 58.5	C / 27.9 / 57.0	C / 25.3 / 58.1	D / 29.4 / 56.4
	SR 4 Ramps and Eastbound I-275	Before	B / 19.5 / 59.2	C / 21.1 / 58.6	B / 19.3 / 59.3	C / 21.2 / 58.7
		After	B / 19.8 / 59.0	C / 21.6 / 58.4	B / 19.5 / 59.2	C / 21.4 / 58.6
Ramp Diverge Analysis	Westbound I-275 and Winton Road Ramp	Before	C / 20.9 / 60.9	C / 24.2 / 60.5	C / 22.1 / 60.4	C / 25.3 / 60.0
		After	C / 21.0 / 60.9	C / 24.3 / 60.5	C / 22.2 / 60.4	C / 25.4 / 60.0
Freeway Weave Analysis	EB I-275, Between Entrance Ramp from NB SR 4 and SR 747 Exit	Before	C / 29.5 / 55.6	D / 33.5 / 54.1	C / 27.9 / 57.4	C / 31.9 / 55.9
		After	C / 30.6 / 55.4	D / 34.6 / 54.0	C / 28.2 / 57.3	D / 32.2 / 55.8
Freeway Section Analysis	EB I-275, Between Entrance Ramp from NB SR 4 and SR 747 Exit Ramp	Before	D / 27.3 / 60.0	D / 30.4 / 59.6	D / 26.7 / 60.0	D / 29.9 / 59.7
		After	D / 28.0 / 60.0	D / 31.5 / 59.3	D / 26.9 / 60.0	D / 30.2 / 59.7
	WB I-275, Between Entrance Ramp from SB SR 4 and Winton Road Exit Ramp	Before	D / 29.8 / 59.7	E / 35.8 / 57.2	D / 30.9 / 59.5	E / 37.5 / 56.2
		After	D / 29.9 / 59.7	E / 36.0 / 57.1	D / 31.0 / 59.4	E / 37.8 / 56.0

The traffic operational analyses indicates no significant reductions in Level-of-Service on I-275 for opening or design years. The proposed improvements at the southbound SR 4 ramps to I-275 will reduce congestion on southbound SR 4 by dividing I-275 ramp traffic between two lanes. The proposed improvements will reduce delay for the southbound SR 4 approach to Crescentville Road by 43 percent during the AM Peak hour in design year 2025. Therefore, we recommend that an additional I-275 ramp lane be implemented in conjunction with the improvements to be made by the City of Fairfield. *Figures C through F* depict summaries of the analyses conducted for the opening and design years for peak hours, showing the projected Level-of-Service before and after the proposed improvements.



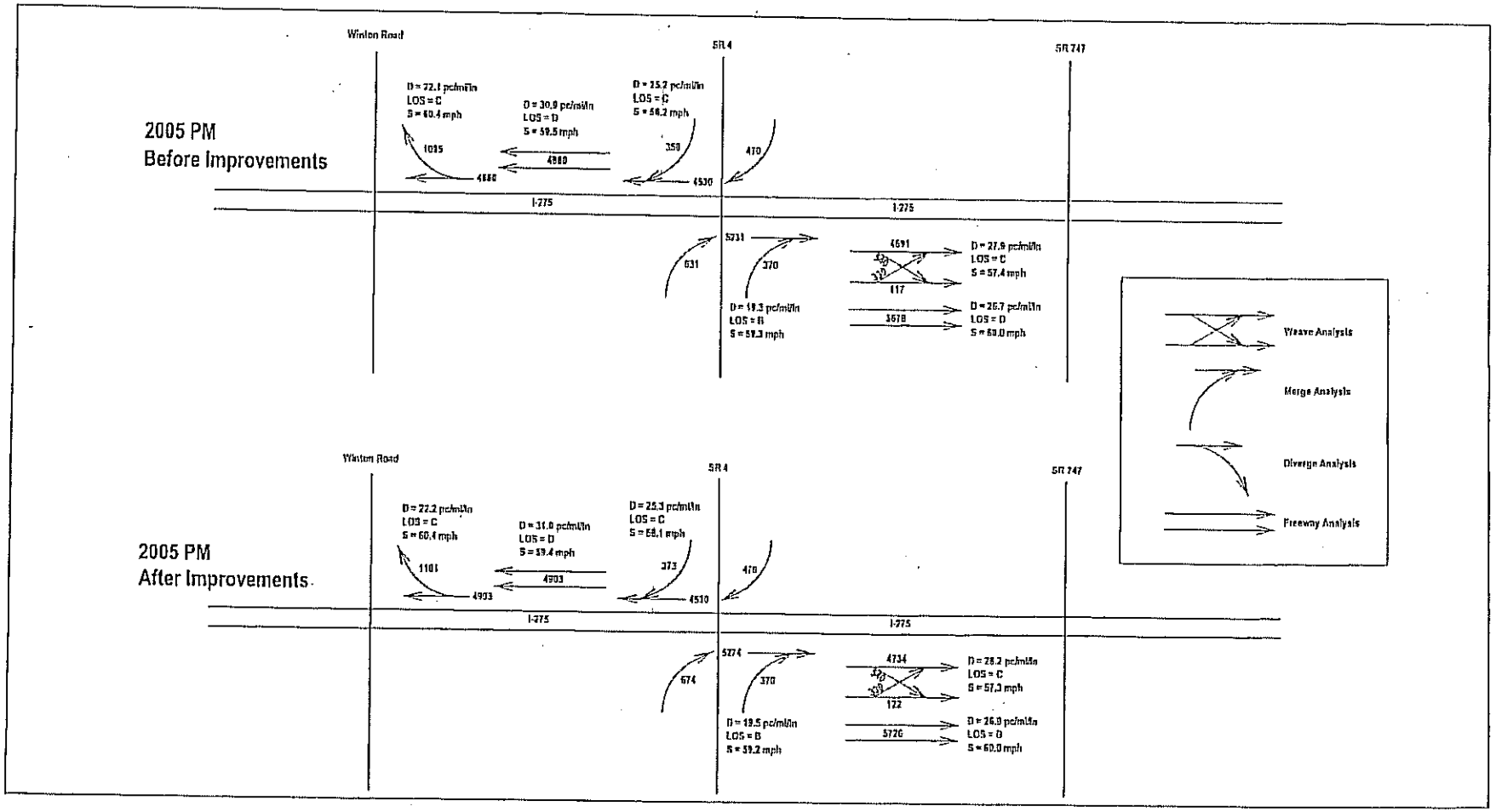
SR 4/I-275 INTERCHANGE MODIFICATION STUDY

TEC Engineering, Inc.

2005 AM PEAK HOUR ANALYSES SUMMARY

FIGURE C

12

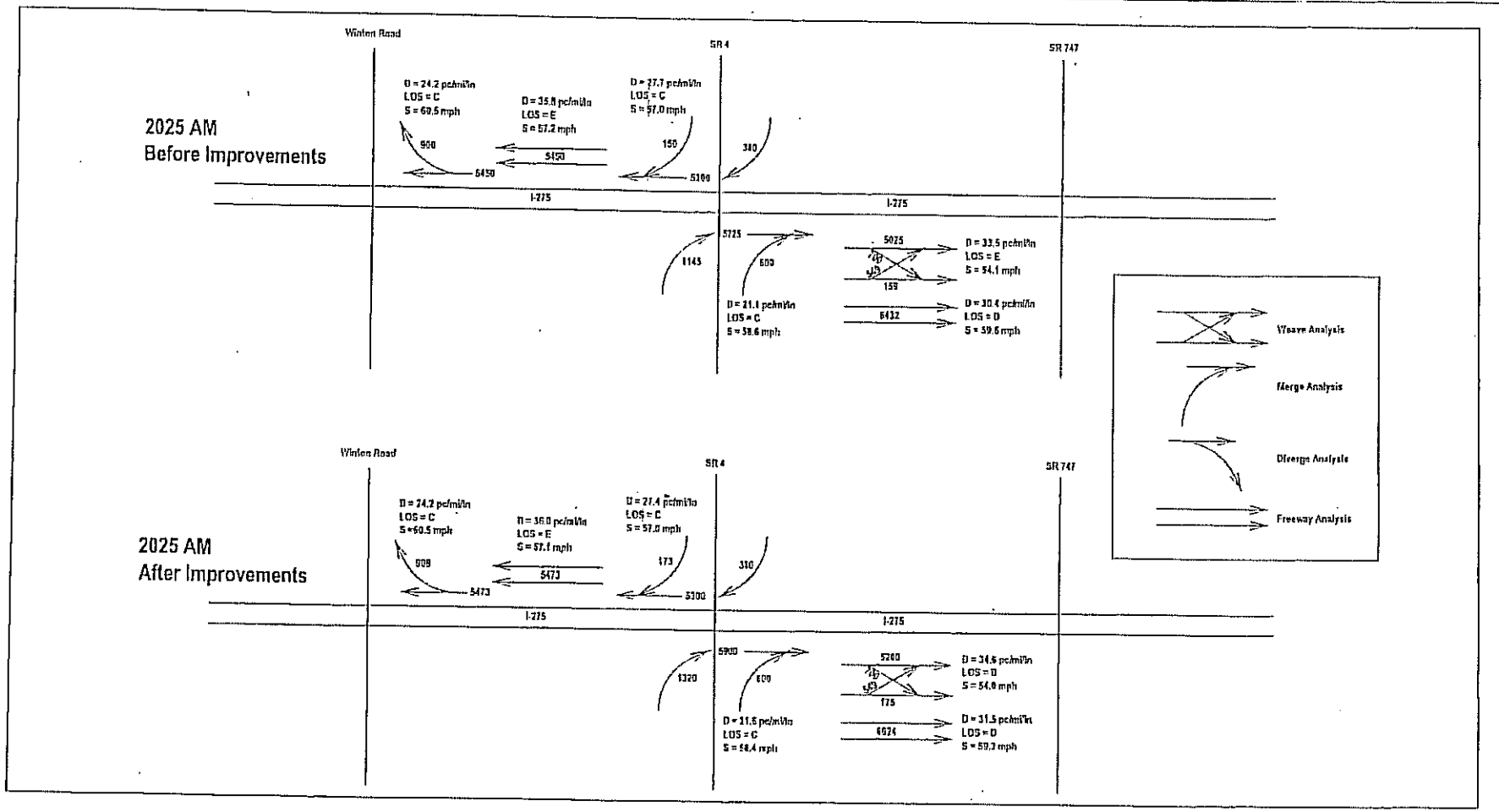


SR 4/I-275 INTERCHANGE MODIFICATION STUDY

TEC Engineering, Inc.

2005 PM PEAK HOUR ANALYSES SUMMARY

FIGURE D | 13

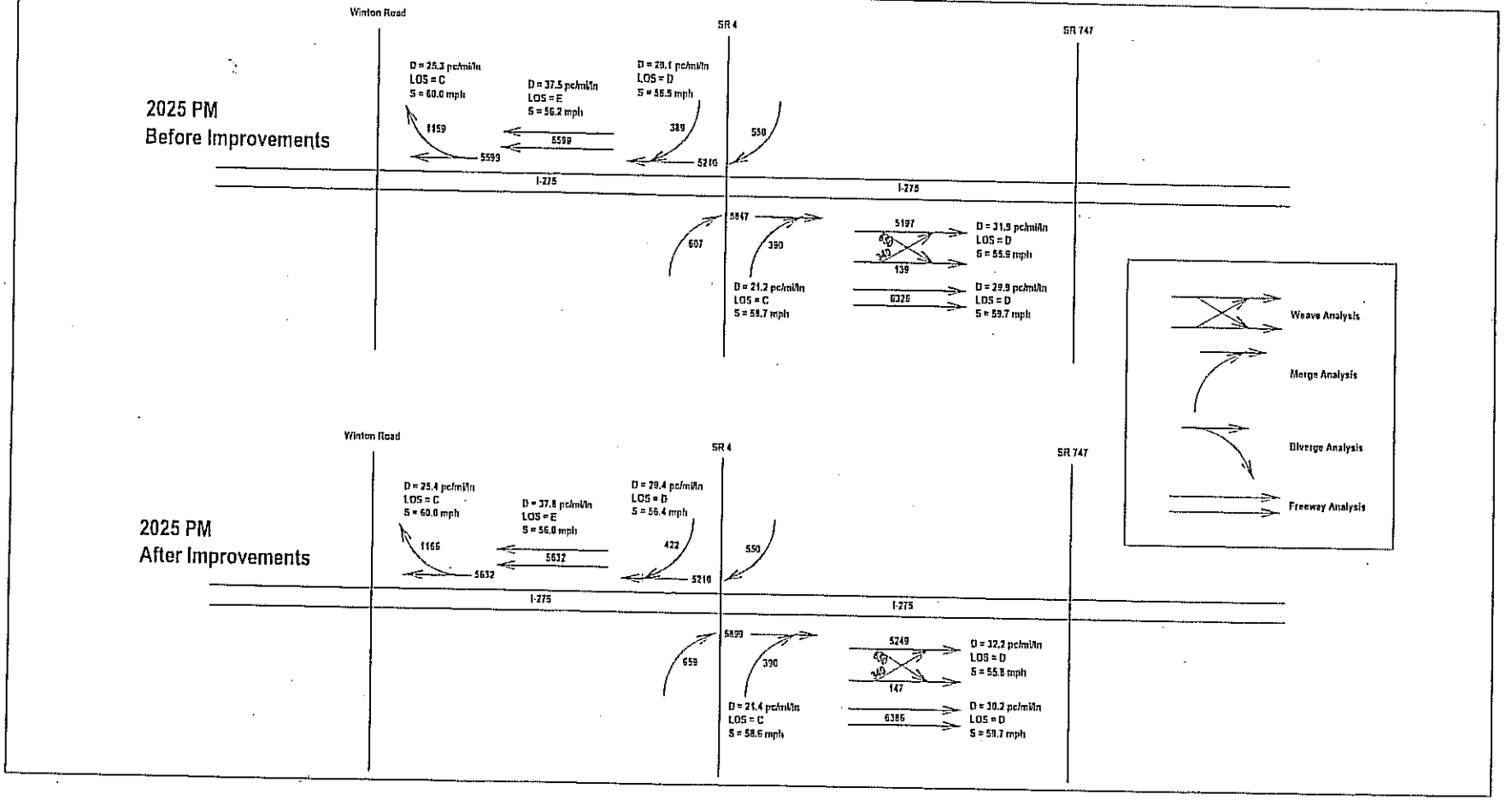


SR 4/I-275 INTERCHANGE MODIFICATION STUDY

TEC Engineering, Inc.

2025 AM PEAK HOUR ANALYSES SUMMARY

FIGURE E | 14

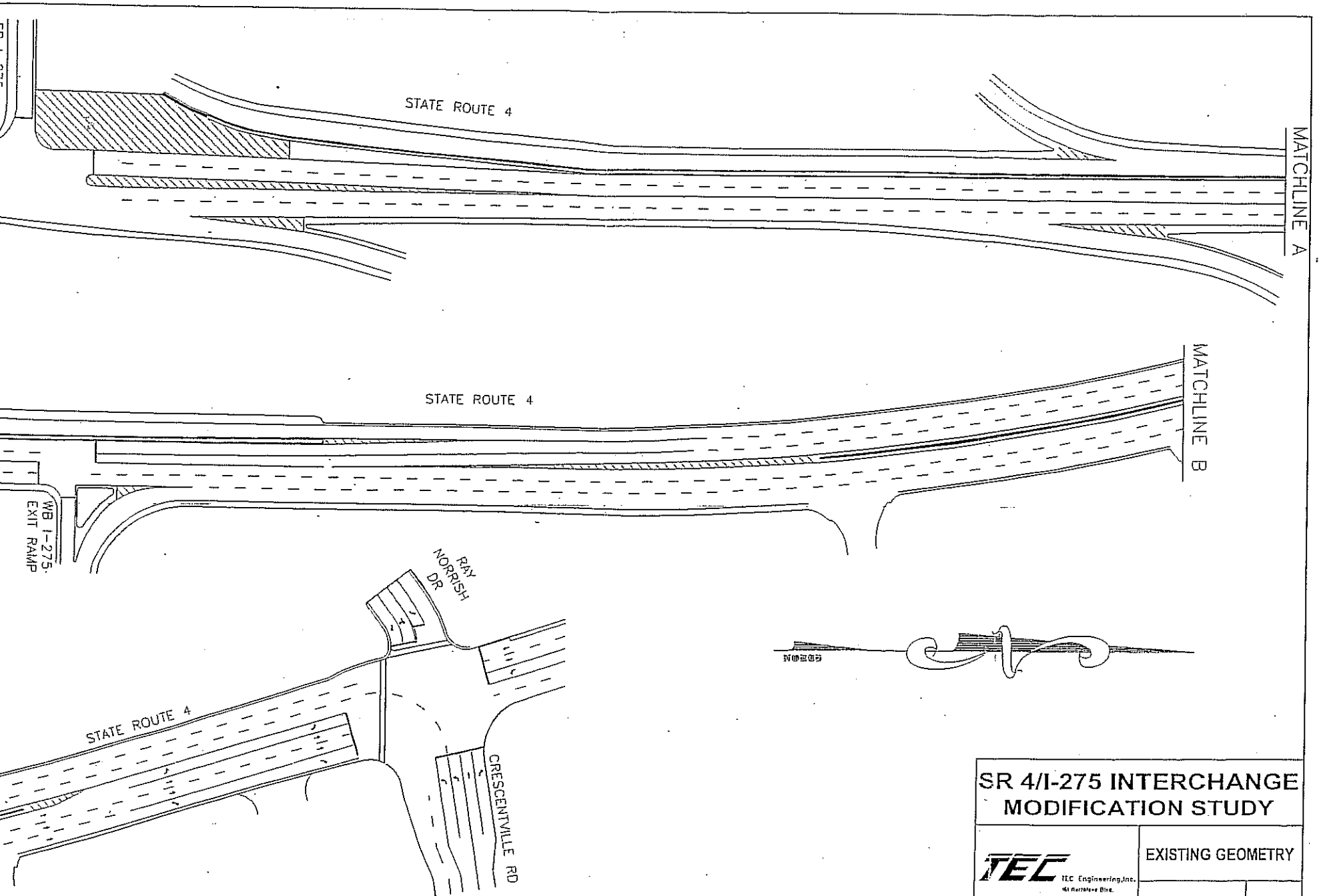


SR 4/I-275 INTERCHANGE MODIFICATION STUDY

TEC Engineering, Inc.

2025 PM PEAK HOUR ANALYSES SUMMARY

FIGURE F | 15

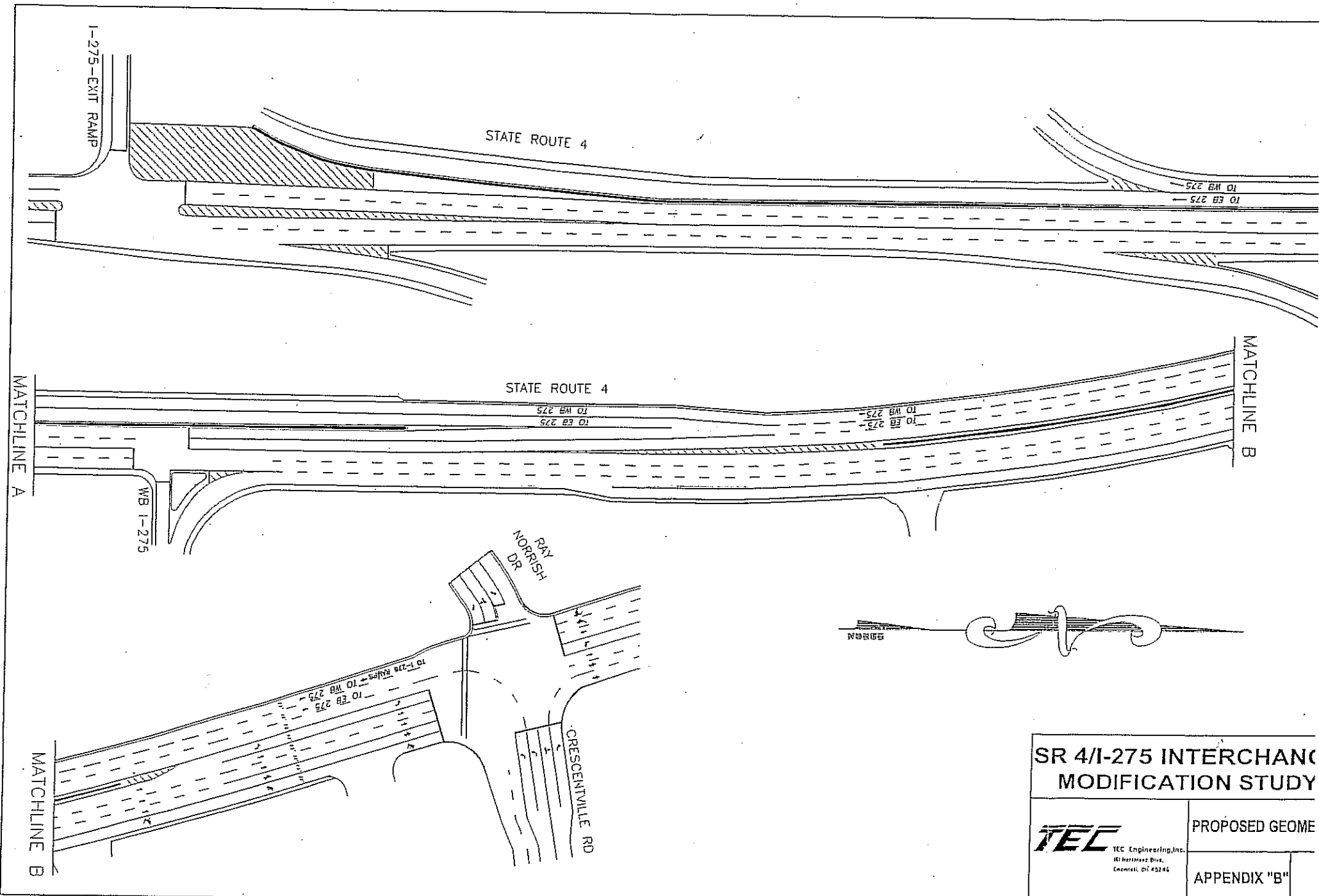


SR 4/I-275 INTERCHANGE MODIFICATION STUDY

TEC Engineering, Inc.
161 Northview Blvd.
Cincinnati, OH 45246

EXISTING GEOMETRY

APPENDIX "B" 1



SR 4/I-275 INTERCHANG MODIFICATION STUDY

TEC Engineering, Inc.

PROPOSED GEOME

APPENDIX "B"

City of Springdale

DOYLE H. WEBSTER
Mayor

CECIL W. OSBORN
City Administrator

Kathy McNear
Clerk of Council / Finance Director

SUMMARY OF RESULTS FROM 2002 HAZARD ELIMINATION STUDY

Based on the 2002 Hazard Elimination Study prepared by LJB, the intersection of State Route 4 (SR 4) and Crescentville Road has an accident rate of 5.54 accidents per million vehicle miles (MVM) for the segment of SR 4 from Crescentville Road to a point approximately 0.7 mile to the north. This is four times the statewide rate of 1.35 accidents per MVM for this type of roadway. The intersection of SR 4 and Crescentville Road has an accident rate of 5.99 accidents per million entering vehicles.

Either method results in values higher than the highest point threshold in the Hazard Elimination Study point system. 62% of the accidents are rear-end accidents and this high rate of rear-end accidents can be attributed to the following reasons:

1. insufficient capacity leading to long traffic queues
2. large proportion of vehicles destined for the southbound right lane and subsequently I-275

While the project currently under construction (BUT-4-0.00, PID 76380) will mitigate some of these issues, the addition of the southbound SR 4 lane is required to maintain the capacity gains at the SR 4 / Crescentville intersection, which is noted in the TEC Interchange Modification Study, as well as further mitigating the issue of vehicles having to queue up in a single southbound lane to enter I-275.

Hazard Elimination Study
Fairfield,Ohio
State Route 4 (Dixie Highway)
Crescentville Road to Commercial Drive

April 2002

INNOVATIVE FACILITY AND INFRASTRUCTURE DESIGN

Hazard Elimination Study

for

STATE ROUTE 4 (DIXIE HIGHWAY)
Crescentville Road to Commercial Drive

Fairfield, Ohio

April 2002

Prepared For

The City of Fairfield, Ohio
and
The City of Springdale, Ohio

Prepared By

LJB Inc.
3100 Research Boulevard
Dayton, Ohio 45420-0246
(937) 259-5000

CONTENTS

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LIST OF APPENDICES

Executive Summary

The purpose of this study is to recommend improvements that will reduce the number and severity of accidents on State Route 4 from Crescentville Road to Commercial Drive (**Figure** 1). This section of State Route 4 experienced 193 accidents for the 3-year period between 1998 and 2000. The accident rate of 5.54 accidents per Million Vehicle Miles (MVM) traveled is more than 4 times higher than the statewide average of 1.35 accidents per MVM for similar corridors.

Manual traffic counts were conducted during the AM and PM peak hours for this study. The high percentages of vehicles destine for I-275 causes a substantial lane use imbalance of the southbound approach to the Crescentville Road intersection. The significant lane use imbalance creates significant queues forming on the southbound State Route 4 approach.

- A total of 70% of all through traffic on the southbound approach of the Crescentville Road intersection is destine to I-275 during the AM peak hour. Also note that 60% of the southbound traffic is in the shared through-right lane for the AM peak hour.
- A total of 85% of all through traffic on the southbound approach of the Crescentville Road intersection is destine to I-275 during the PM peak hour. Also note that 77% of the southbound traffic is in the shared through-right lane for the PM peak hour.

Several factors contribute to the high proportion of rear end accidents on the subject roadway. Insufficient capacity leading to long traffic queues, the large proportion of vehicles destine for the right lane and subsequently I-275, and high speeds combine to cause rear end accidents on the southbound approach of State Route 4 to Crescentville Road. The construction of an additional lane northbound and southbound for the 0.71 mile section would provide the following benefits:

1. An additional southbound lane from Crescentville Rd to the Commercial Drive intersection.
   a) Eliminates the existing 1-lane weave from the shared through-right lane at the Crescentville Road intersection to the I-275 ramp.
   b) Reduces the existing 2-lane weave from the exclusive SB through lane at the Crescentville Road intersection to the I-275 ramp to a 1-lane weave. This 1-lane weave will provide a more uniform lane utilization for the SB approach by not requiring a 2-lane weave thus allowing some vehicles destine for I-275 to use the adjacent lane.
   c) Adds capacity to the Crescentville Road intersection.
2. An additional northbound lane from Crescentville Road to the Commercial Drive intersection will help alleviate the capacity constraints at the State Route 4 and Crescentville Road intersection. Improving intersection capacity will reduce delay and traffic queues on all approaches of the intersection.
3. The northbound and southbound through lanes will complete the 7-lane section on State Route 4 at the north and south project limits. The proposed 7-lane section will provide lane continuity through this high volume section of State Route 4.

Additional through lanes will necessitate roadway widening, reconstruction of the traffic signals at the Crescentville Road and the Woodridge Boulevard intersections, a retaining wall, and partial closed drainage system. The preliminary construction estimate is equal to $1.6 million. The rate of return on a $1.45 million investment is 24%. Following the ODOT Highway Safety Program guidelines, the total point rating for the subject project is 28.

Accident Analysis

Accident analysis was performed using TRACTAPE accident data between 1998 and 2000. A total of 193 crashes were reported within the study area during this 3-year period. Of the 193 crashes, 121 were rear-end accidents (63%), with the remaining 72 accidents (37%) being either head on, backing, sideswipe, angle, animal contact, other non-collision, or unknown type accidents. **Figure 9** shows a detailed breakdown of the accidents by type. These accidents have been plotted on **Figures 10-13.**

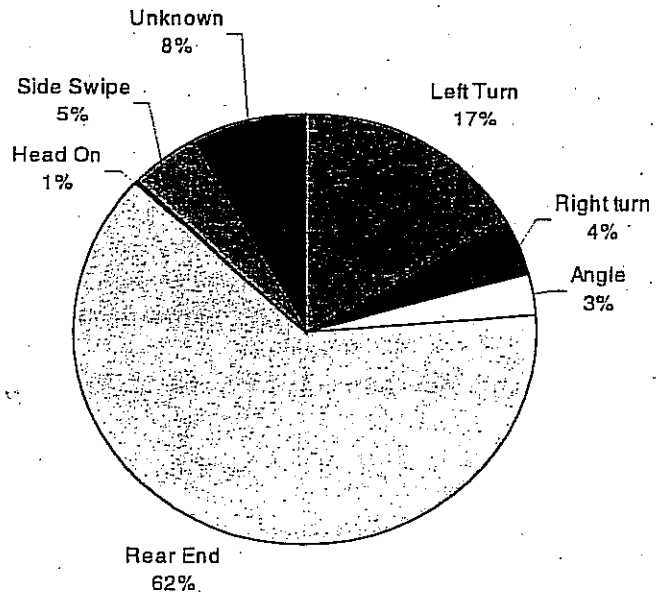

Figure 6. Accidents by Type

A total of 117 of the accidents (66%) in the study area were property damage only (PDO), while the remaining 60 accidents (34%) were injury accidents (16 accidents with unknown severity). Daylight hours accounted for 160 accidents (83%), while night hours accounted for 33 accidents (17%).

A total of 154 of the accidents (80%) in the study area occurred on dry pavement, with 39 accidents occurring on wet, snow, or icy pavement (20%). No significant days of week patterns were evident.

The 2000 TRACTAPE database does not differentiate between intersection related and non-intersection related accidents. The 1998 and 1999 TRACTAPE database does, but rarely classifies an accident as intersection related at the end of the queue. The high number of rear end accidents and the long traffic queues implies that many of the accidents not classified as intersection related actually are intersection related.

Accident rates therefore were calculated 2 different ways: overall roadway section (MVM) and as an intersection rate (MEV). The roadway section rate was calculated for all 193 accidents. Intersection accident rates were calculated using southbound vehicle accidents that could be re-assigned as intersection or intersection-related accidents for the Crescentville Road intersection.

Roadway section accident rate for the study area section of State Route 4 is 5.54 accidents per million vehicle miles (MVM). The statewide average accident rates for a 5-lane urban other principle arterial roadway is 1.35 accidents per MVM. The result is that this section of State Route 4 is experiencing four times (4x) the number of accidents as similar roadways throughout the state. The intersection accident rate per million entering vehicles is 5.99 accidents per MEV.

Regardless of the method to calculate accident rates, the accident rate/frequency calculations result in values higher than the highest point threshold in the Hazard Elimination Study point system. A comparison of the accident rate/frequency calculations is contained in **Appendix E.**

Conclusions

A previous report conducted by LJB Inc. in February 1998 recorded queue lengths during the PM peak. Queues were observed to routinely extend 1,900 feet to the next signalized intersection north of Crescentville Road (Woodridge Boulevard) and on some occasions the queues extended further.

In addition to documenting the queue lengths at the intersection, the 1998 study documented driver the following behavior in the section of State Route 4 between Crescentville Road and the I-275 interchange. The narrative from the previous study is contained in **Appendix C.**

- Over ninety percent (>90%) of vehicles in the southbound right lane (curb lane) are destine for I-275.
- A total of 73% of all through traffic on the southbound approach of the Crescentville Road intersection is destine to I-275.
- A truck percentage of 8% exists on the I-275 ramps and subsequently the southbound curb lane north of Crescentville Road.
- Southbound traffic in the curb lane of the Crescentville Road intersection must complete a 1-lane weave to access the I-275 ramps. A total of 166 vehicles were observed making a 2-lane weave from the exclusive southbound through lane to the I-275 ramps during an off peak hour. The number of vehicles attempting this 2-lane weave increases dramatically during the peak periods as drivers become more aggressive due to the elevated congestion.

Observations made for this study concur with the observations from the previous study. Manual traffic counts were conducted during the AM and PM peak hours to validate this lane use imbalance:

- A total of 70% of all through traffic on the southbound approach of the Crescentville Road intersection is destine to I-275 during the AM peak hour. Also note that 60% of the southbound traffic is in the shared through-right lane for the AM peak hour.
- A total of 85% of all through traffic on the southbound approach of the Crescentville Road intersection is destine to I-275 during the PM peak hour. Also note that 77% of the southbound traffic is in the shared through-right lane for the PM peak hour.

Several factors contribute to the high proportion of rear end accidents on the subject roadway. Insufficient capacity leading to long traffic queues, the large proportion of vehicles destine for the right lane and subsequently I-275, and high speeds combine to cause rear end accidents on the southbound approach of State Route 4 to Crescentville Road.

Recommendations

Any recommended improvements on the State Route 4 corridor in the study area must work in conjunction with the planned improvements to the State Route 4 and I-275 interchange. The construction of an additional lane northbound and southbound for the 0.71 mile section would provide the following benefits:

1. An additional southbound lane from Crescentville Road to the Commercial Drive intersection.
   a) Eliminates the existing 1-lane weave from the shared through-right lane at the Crescentville Road intersection to the I-275 ramp.
   b) Reduces the existing 2-lane weave from the exclusive southbound through lane at the Crescentville Road intersection to the I-275 ramp to a 1-lane weave. This 1-lane weave will in effect provide a more uniform lane balance for the southbound approach by not requiring an aggressive 2-lane weave and allowing some vehicles destine for I-275 to use the adjacent lane.
   c) Adds capacity to the Crescentville Road intersection.
2. An additional northbound lane from Crescentville Road to the Commercial Drive intersection will help alleviate the capacity constraints at the State Route 4 and Crescentville Road intersection. Improving intersection capacity will reduce delay and traffic queues on all approaches of the intersection.
3. The northbound and southbound through lanes will complete the 7-lane section on State Route 4 at the north and south project limits. The proposed 7-lane section will provide lane continuity through this high volume section of State Route 4.

Additional through lanes will necessitate roadway widening, reconstruction of the traffic signals at the Crescentville Road and the Woodridge Boulevard intersections, a retaining wall, and partial closed drainage system. Installing the curb and closed drainage would limit the height of a retaining wall by limiting encroachment into the slope. The cost of closed drainage is included in the cost estimate.

The preliminary construction estimate is equal to $1.45 million.

Based on the estimated construction cost, a preliminary economic analysis was performed. The analysis uses the ODOT 1997 "Countermeasure Effectiveness Reduction Factors" and the city cost of crash values. The rate of return on a $1.45 million investment is 24%. The effect of reducing the southbound 2-lane weave to a one lane weave should also reduce accidents south of the study area between Crescentville Road and I-275. In addition, the northbound through lane should reduce some of the weaving issues caused by the free flow I-275 westbound off ramp. These reductions in accidents are not included in the economic analysis for this study.

Following the ODOT Highway Safety Program guidelines, the total point rating for the subject project is 28. Detailed rate of return calculations and rating point assignment are contained in **Appendix E.**

Appendix C

Previous Studies

STATE ROUTE 4
&
CRESCENTVILLE ROAD
TRAFFIC OPERATIONS STUDY

February 27, 1998

Prepared For

City of Fairfield

Prepared By

Lockwood, Jones, & Beals, Inc.
3100 Research Boulevard
Dayton, Ohio 45420-0246
(937) 259-5000

3100 Research Boulevard
P.O. Box 20246
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INTRODUCTION

The State Route 4 and Crescentville Road intersection, a critical element in the City of Fairfield's arterial highway network providing access to/from Interstate 275, is currently operating over capacity during peak traffic hours. Previous studies of the intersection completed for the City of Fairfield have indicated signal system and/or intersection signal improvements will not be sufficient to provide traffic operation at or below the intersection's capacity. Congestion will also increase as traffic volumes increase in the future.

Additional lanes will be required on State Route 4 to reduce the Crescentville intersection area congestion. The effectiveness of adding lanes must be carefully studied because the southbound curb lane south of the intersection leads to the single lane distributor that provides access to the Eastbound and Westbound Interstate 275 entrance ramps.

This report studies the need for additional State Route 4 lanes to the north and south of the Crescentville intersection. Study focused on the operation of the existing southbound curb lane approach to Crescentville Road which currently congests to Woodridge Boulevard and at times through the intersection an additional 1000 feet. During peak hours approximately 90 percent of the traffic in this southbound lane is bound for the single lane south of Crescentville Road leading to the Eastbound and Westbound Interstate 275 ramps.

During field observations, the operation of the southbound approach was significantly worse than the northbound approach to the intersection, which is also congested but does not back-up as seriously. The addition of a northbound State Route 4 lane north of Crescentville Road will unquestionably ease congestion. However, the effectiveness of an additional southbound State Route 4 lane north of Crescentville Road is not as apparent and is, therefore, the primary issue addressed by this study.

The State Route 4 and Crescentville Road intersection was analyzed using a microscopic stochastic simulation model, CORSIM Version 1.03. Computer simulation models predict the effect of traffic control strategies on a transportation system's operational performance as expressed in terms of measures of effectiveness, including travel time and delay. The output provides insight into the effects of an applied strategy on the traffic stream, such as an additional lane in this case, without costly and time-consuming field demonstration.

PURPOSE

The purpose of this study is to evaluate the operation of the State Route 4 and Crescentville Road intersection to determine the need for intersection modifications, specifically the addition of northbound and southbound lanes north of the intersection. Special attention is given to increasing the capacity of State Route 4.

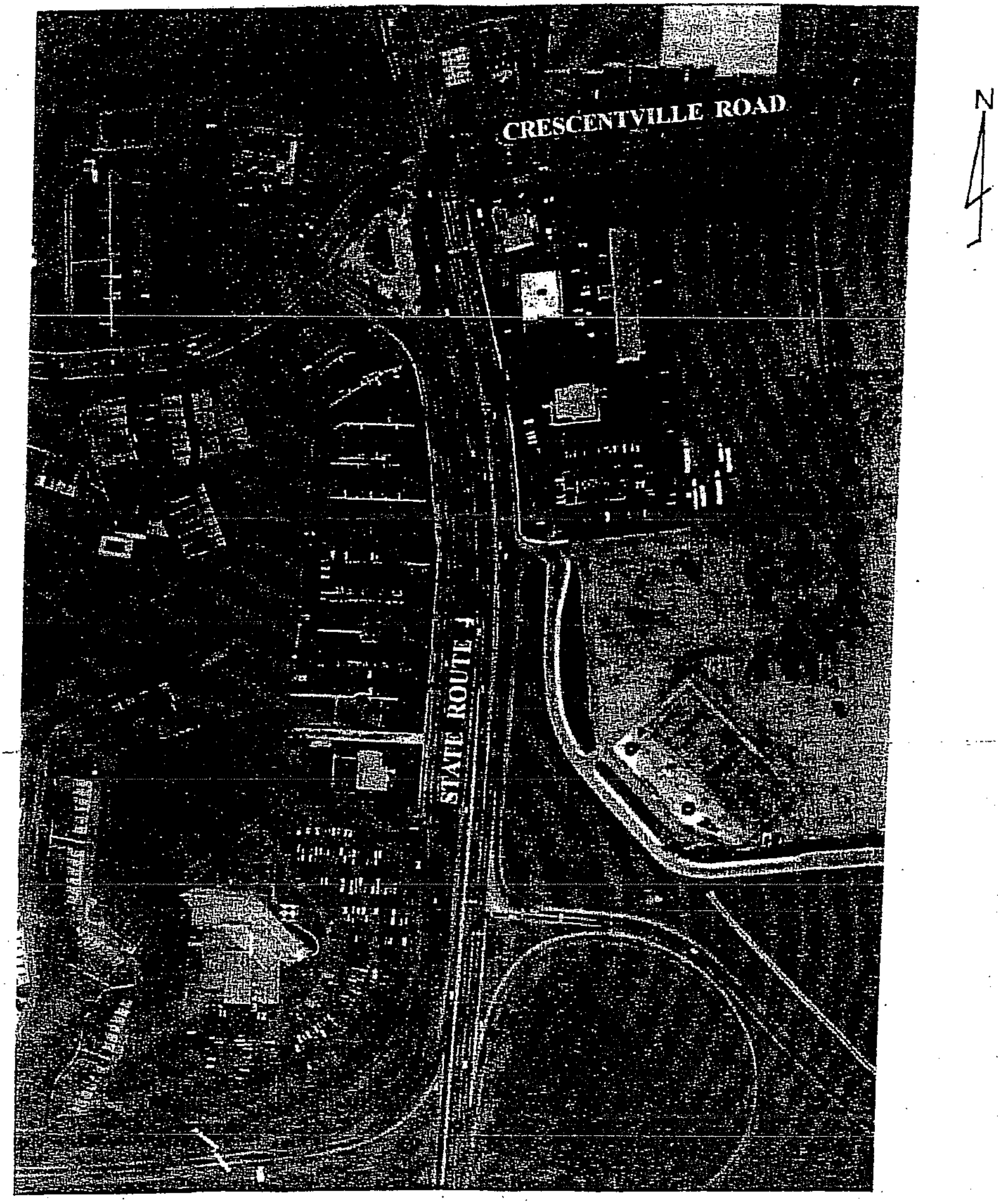


FIGURE 1 STUDY AREA

LJB engineers architects

LOCKWOOD, JONES AND BEALS INC.

HEADQUARTERS

[illegible] RESEARCH BLVD. P.O. BOX [illegible] DAYTON, OH [illegible]

TEL: [illegible] FAX: [illegible]

FIGURE 2
EXISTING LANE CONFIGURATION

LOCKWOOD JONES AND BEALS INC.

STUDY AREA

The study area consists of the State Route 4 and Crescentville Road intersection located at the southeastern corner of the City of Fairfield immediately north of the State Route 4 and Interstate 275 interchange. The intersection is within the City of Springdale with the exception of the north leg of the intersection, which is within the City of Fairfield. An aerial photograph of the study area is shown in Figure 1, noting that modifications were made to the laning of the Ray Norrish Boulevard approach to the intersection after the photograph was taken.

The existing lane configuration of the study area is shown in Figure 2. All approaches to the State Route 4 and Crescentville Road intersection have exclusive right turn lanes except southbound. The westbound approach has dual left turn lanes while the other approaches have single left turn lanes. Eastbound Ray Norrish and westbound Crescentville Road have one through lane.

State Route 4 has two through lanes in each direction at Crescentville Road. A lane is added to northbound State Route 4 at the Westbound Interstate 275 exit ramp and subsequently dropped as a northbound right turn lane at the Crescentville Road intersection.

BACKGROUND

The southbound curb lane south of the intersection, offset one lane to the west of the southbound approach lane to the intersection, leads to the Eastbound and Westbound Interstate 275 entrance ramps, as shown in Figure 2. Construction of a barrier for this southbound State Route 4 curb lane has improved the overall interchange operation. Traffic traveling to the entrance ramps now moves through the Westbound Interstate 275 exit ramp signal at free flow. Movement to the entrance ramps was reduced to a single lane which acts as an automatic metering device for the merge onto Interstate 275. The distance for weaving into the entrance ramp lane was also greatly reduced, however, and vehicles must move into the curb lane of southbound State Route 4 much earlier, causing extensive queuing north of the Crescentville Road intersection.

Previous studies have shown the benefits of intersection modification alternatives that have since been implemented. The operation of the intersection has notably improved due to the following work done by the City of Springdale:

- **Modified signal timing**
  The eastbound and westbound green time has been reduced to allow more green time to the northbound and southbound movements. Southbound State Route 4 currently has approximately 55 seconds of maximum green time during peak periods, which appears to be the maximum that can be provided without severe degradation to the side street operation. Westbound Crescentville Road delays were observed to have increased, but were nonexistent prior to modifications and are now not intolerable.

- **Right turn lane on eastbound (Ray Norrish) approach**
  This construction made it possible to change the signal phasing to allow eastbound left turns to coincide with the protected westbound left turn phase. It also assisted in reducing the side street green time to a minimum.
- **Coordinated signal operation**
  The City of Springdale closed loop system has been upgraded. It is possible to run a time-based coordination relationship with the Fairfield closed loop system. However, because of the long period of congestion and the relatively poor offset obtainable on State Route 4 between Crescentville Road and Woodridge Boulevard, this relationship has not been pursued.

Further study was recommended for southbound and northbound lane additions north of Crescentville with emphasis on lane balance. The addition of a southbound approach lane would be relatively expensive to build because of high right-of-way costs and the need for retaining walls in addition to the paved lane.

DATA COLLECTION

The State Route 4 and Crescentville Road intersection is completely instrumented with counting loop detectors in every approach lane. Counts were downloaded from the City of Springdale closed loop system in October 1995, February 1996, and October 1997. Problems with the installation of new controllers and master have made the most recently downloaded counts unusable, with the exception of the loops south of the intersection in the three southbound lanes. Counts from the detectors are included in Appendix A. Lane balance comparisons are a significant component of this study. Comparison of approach and departure lane detector counts for the southbound movements on State Route 4 at Crescentville Road were graphed and are contained in Appendix B.

Traffic volume projections were provided by the Ohio Department of Transportation Office of Technical Services for the State Route 4 and Interstate 275 interchange area. The volumes provided include 1996 and Year 2016 estimated Average Daily Traffic (ADT) and AM and PM peak hour traffic. The certified traffic information is contained in Appendix C, enclosed as background information.

A delay study was performed to measure the long delays experienced by vehicles on the southbound State Route 4 approach to Crescentville Road. The longest delays, measuring over three minutes, were found to occur shortly after 5:00 PM. The PM peak period begins relatively early in this area with queues developing on the southbound approach around 4:30. By 5:00 the queues have not had a chance to dissipate with the continuous high volumes and have compounded to extend through the Woodbridge intersection and continue at times to the Mulhauser Road intersection. The data from this delay study are included in Appendix D.

The average peak period queue length for each lane of the southbound State Route 4 approach at Crescentville Road was collected by counting the number of cars in queue

every five minutes for the period of an hour. The maximum queue length that could be counted from the observation point was 65 vehicles, which extended through the Woodbridge intersection. The right lane queue extended to this maximum length at 5:05 and had not dissipated at 5:45 as shown in the table at the end of Appendix D.

During the peak, approximately 73 percent of all southbound State Route 4 through traffic at Crescentville Road was observed to continue to the Interstate 275 entrance ramps. Classification counts collected on the ramps show 74 percent of this ramp lane traffic are traveling to the Eastbound Interstate 275 loop ramp. Mechanical counters on the Eastbound and Westbound Interstate 275 entrance ramps collected the counts and classification information shown in Appendix E. The percentage of trucks in this southbound State Route 4 ramp lane is 8 percent, a relatively large amount of heavy vehicles for an arterial street. Most of these trucks are present in the curb lane of southbound State Route 4 for a significant distance before Crescentville Road in preparation for the lane shift to the ramp lane immediately south of the intersection.

With the short weave distance before the barrier for the ramp lane, over ninety percent of vehicles in the southbound State Route 4 curb lane at the Crescentville Road intersection proceed to the ramps. During the peak, it is assumed all vehicles in this lane, with the exception of the right turns to Ray Norrish Boulevard, are traveling to the ramps because of the long delays experienced by the vehicles in this lane.

Vehicles destined for the ramps also come from the southbound State Route 4 left through lane at Crescentville Road. Passenger cars take advantage of the slow acceleration of the large number of trucks in the curb lane and fill gaps in the ramp lane after the intersection. During an off-peak hour 166 vehicles were observed to weave two lanes from the left through lane north of the intersection to the ramp lane south of the intersection. The number of vehicles completing this weave increases dramatically during the peak periods as drivers become more aggressive with the elevated congestion.

OPERATIONAL ANALYSIS

The State Route 4 and Crescentville Road intersection was simulated using CORSIM, Version 1.03, to study the effects of adding lanes to State Route 4 north of the intersection. The network consists of five nodes and eight links, excluding entry and exit links and nodes. The existing and proposed lane configurations were simulated during the peak hour beginning at 4:30 PM. February 1996 detector counts were projected using a 4% growth rate to calculate the existing 1997 CORSIM input volumes. This growth rate was found by comparing the February 1996 and October 1997 detector counts from the southbound lanes south of the intersection. Existing signal timing and phasing were used.

The existing lane configuration was simulated and the output was compared to field observations to calibrate the computer model. The proposed lane configuration, with the additional southbound State Route 4 lane north of Crescentville Road as shown in Figure

3, was then simulated under the same traffic conditions (volumes and signal timing and phasing). Table 1 summarizes the results of the simulation runs.

The future lane configuration, which includes an additional northbound State Route 4 lane north of the intersection as well as the proposed southbound lane, was simulated with additional traffic volumes. This scenario added 800 vehicles per hour to the existing volumes traveling northbound and southbound on State Route 4, the approximate number of additional vehicles for these movements in Year 2016 using a 4% growth rate. The results of the future scenario are included in Table 1.

Table 1. CORSIM Simulation Results

Roadway Link	Travel Time (Veh-Min)			Stop Delay (Sec/Veh)		
	Existing	Proposed	Future	Existing	Proposed	Future
SB SR 4 Approach to Crescentville	**7274.1**	**2571.4**	2528.3	**109.3**	**22.8**	21.1
NB SR 4 Approach to Crescentville	2067.6	1934.3	1851.6	26.0	23.3	22.1
SB SR 4 South of Crescentville	1535.9	1654.2	2272.6	0.4	0.1	2.3

The CORSIM simulation showed a significant reduction in travel time and delay with the addition of the State Route 4 southbound lane north of the Crescentville intersection under existing traffic conditions (the proposed simulation scenario). As shown in Table 1, the travel time was reduced by 64.6% and the stop delay was reduced by 79.1%. The other roadway links experienced only minor changes in travel time and delay due to the stochastic nature of the computer model.

Animation of the scenarios demonstrates the effects of the additional lanes on the length of queues in the study area. Figures 4 - 6 display snapshots of the simulation runs with peak hour queues, around 5:20 PM. The snapshot of the study area with the existing lane configuration and traffic conditions (Figure 4) shows the long queues in the southbound State Route 4 lanes north of the intersection. After the addition of a lane on the southbound approach, the proposed lane configuration animation (Figure 5) shows the absence of the lengthy queues on the northern leg of the intersection.

The future lane configuration handled an additional 800 vehicles per hour traveling northbound and southbound through the Crescentville intersection with no increase in travel time and stop delay on the State Route 4 approaches. The snapshot of the study area under this scenario (Figure 6) shows no significant queues develop with the additional lanes. The southbound State Route 4 ramp lane south of the intersection increases in travel time and delay, however, the lane has the capacity for additional traffic so the queues do not back up through the Crescentville intersection.

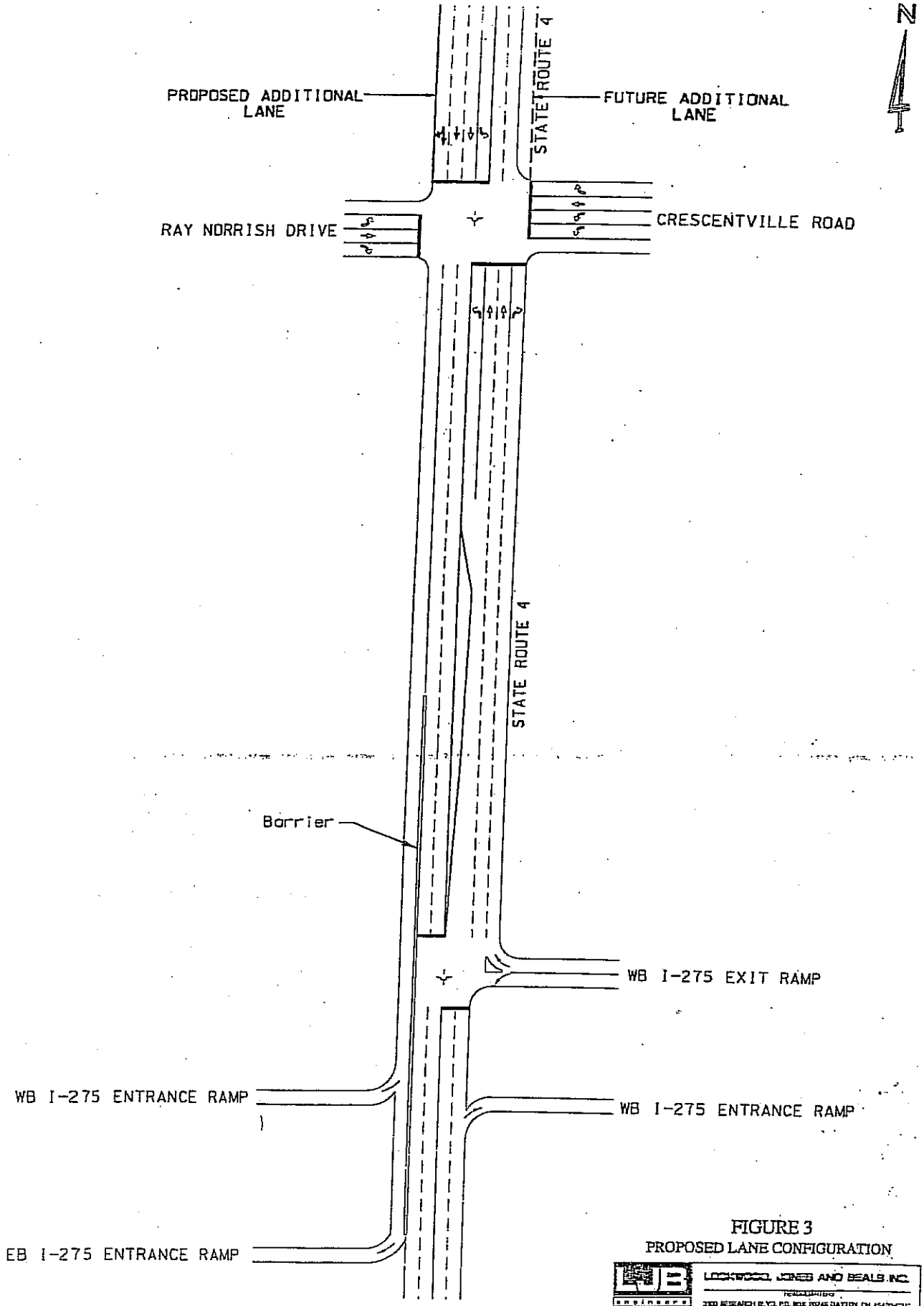


FIGURE 3
PROPOSED LANE CONFIGURATION

LOCKWOOD, JONES AND BEALS, INC.

NEED FOR INTERSECTION MODIFICATION

The proposed laning of the State Route 4 and Crescentville Road intersection is shown in Figure 3. The obvious benefit of an additional southbound right lane on State Route 4 is the increase in safety by the removal of some of the weaves to the Interstate 275 ramp lane. The weave from the curb lane to the ramp lane would be eliminated with the alignment of the new lane. The aggressive two-lane weave from the intersection approach lane left of the curb lane to the ramp lane would be reduced to an easier, safer one-lane weave.

The reduction of the two-lane weave with the added southbound curb lane north of Crescentville would provide additional capacity at the intersection by making it easier for drivers to travel through the intersection and perform the weave from the (new) middle lane into the ramp lane before the barrier. This movement is expected to be performed more often with the added lane than it is now because it will be a one-lane, rather than a two-lane, weave therefore requiring a less aggressive driver.

Currently the ramp lane south of the Crescentville Road intersection carries around 1700 vehicles during the peak hour. Assuming the maximum flow possible in this lane is 2000 vehicles per hour (given the geometry and short headways), there is the capacity for additional traffic if it can travel through the intersection.

CONCLUSIONS AND RECOMMENDATIONS

In order to justify any modification to the barrier for the southbound State Route 4 lane leading to the Interstate 275 ramps, the Ohio Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) require extensive interchange and freeway study. Freeway operation cannot be degraded by any modification. Interstate 275 currently operates at the threshold of failure and it is believed any significant addition of traffic will lower its level of service. The addition of a northbound State Route 4 lane north of Crescentville Road and a southbound lane aligning with the ramp lane south of the intersection, without any modifications to the south, can be achieved without an interchange or freeway study.

It was subsequently determined there would be both safety and capacity benefits to an additional southbound lane. The reduction of the weaves south of the intersection will make it easier to merge into the ramp lane from the left. Queuing may continue in the southbound curb lane north of Crescentville Road, but it will be reduced as more drivers tend to utilize the center lane to travel through the intersection and merge before the barrier to fill gaps in the ramp lane. The movement will be performed more with the added lane than it is now because it will require a less aggressive driver.

Computer simulation of the study area shows a reduction in travel time and stop delay for the State Route 4 approaches to Crescentville Road with the addition of a southbound lane north of the intersection under existing traffic conditions. Simulated future traffic

conditions, an additional 800 vehicles per hour traveling northbound and southbound on State Route 4, warrant an additional northbound lane north of the Crescentville intersection.

The simulation of future traffic conditions indicates there is the capacity for additional southbound State Route 4 traffic in the ramp lane south of the Crescentville intersection without backing up through the intersection. This increase in capacity will need to be weighed against the cost of an additional southbound lane, which may be significant with retaining structures, during the preliminary design phase of the project.

RESOLUTION NO. 17-07

RESOLUTION TO AUTHORIZE THE CITY MANAGER TO ISSUE A LETTER OF SUPPORT BY THE CITY OF FAIRFIELD, OHIO FOR THE CITY OF SPRINGDALE, OHIO'S PROPOSED IMPROVEMENTS TO THE STATE ROUTE FOUR AND I-275 INTERCHANGE AND DECLARING AN EMERGENCY.

BE IT ORDAINED, by the Council of the City of Fairfield, Ohio, that:

Section 1. The City Manager is hereby authorized to issue a letter of support by the City of Fairfield, Ohio for the City of Springdale, Ohio's proposed improvements to the State Route Four and I-275 Interchange.

Section 2. This Resolution is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health, safety and welfare and for the urgent benefit and protection of the City and its inhabitants for the reason that the application to the Ohio Public Works Commission needs to be submitted by September 14, 2007; wherefore, this Resolution shall take effect immediately upon its passage.

Passed 9-10-07

Mayor's Approval

Posted 9-11-07

First Reading 9-10-07 Rules Suspended 9-10-07

Second Reading — Emergency 9-10-07

Third Reading —

ATTEST:

Dena C. Morsch
Clerk of Council

This is to certify that this Resolution has been duly published by posting and summary publication as provided by Charter.

Dena C. Morsch
Clerk of Council

Blaylock\Clemmons\City\City2007-Ordinances\City of Springdale.Res

CERTIFICATION

I, Dena C. Morsch, duly appointed Clerk of Council of the City of Fairfield, Butler County, Ohio, do hereby attest that the foregoing is an exact reproduction of Resolution No. 17-07 formally adopted by the Council of the City of Fairfield, Ohio, on the 10th day of September, 2007 and is made part of the permanent records of the City of Fairfield, Ohio.

(seal)

Dena C. Morsch

Dena C. Morsch
Clerk of Council
City of Fairfield, Ohio

Date: 9-12-07

City of Fairfield

Office of the
City Manager

Arthur E. Pizzano
City Manager

August 18, 2008

Mr. Cecil W. Osborn
City Administrator
City of Springdale
11700 Springfield Pike
Springdale, Ohio 45246

AUG 2 1 2008

Subject: ***Letter of Support – State Route Four at IR-275 Interchange Project***

Dear Mr. Osborn:

The Fairfield City Council offers its full support for the City of Springdale's project to improve access to and from Interstate Route 275 at the State Route Four interchange. We look forward to continuing our close working relationship with your community as it pursues this mutually beneficial construction project.

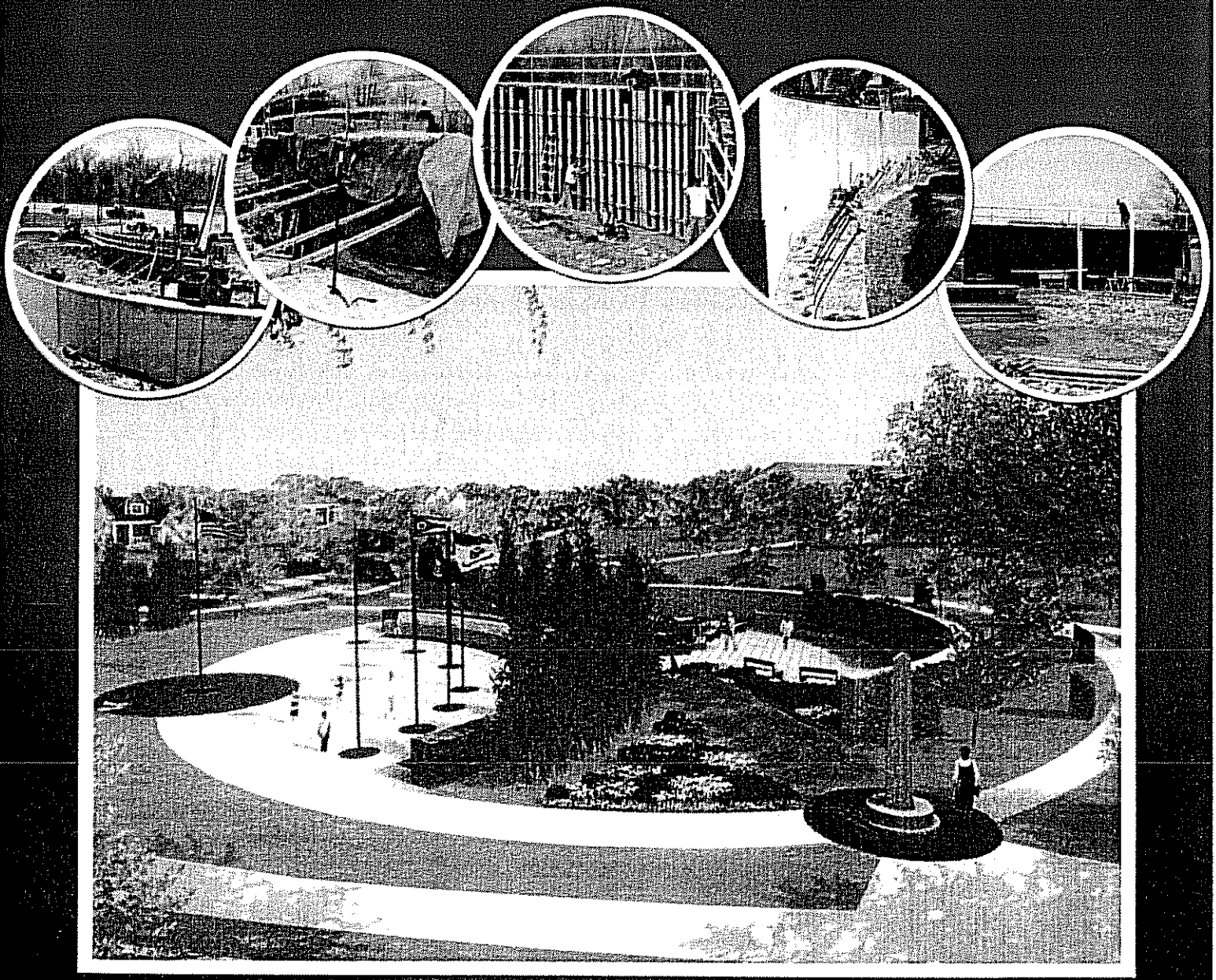
Very truly yours,

Arthur E. Pizzano
City Manager

AEP:jb

Cc: David Butsch, Public Works Director
File

City of Springdale, Ohio



Comprehensive Annual Financial Report
For the Year Ended December 31, 2007

BASIC FINANCIAL STATEMENTS

CITY OF SPRINGDALE, OHIO
STATEMENT OF NET ASSETS
DECEMBER 31, 2007

	Governmental Activities
Assets:	
Equity in pooled cash and cash equivalents	$7,067,375
Cash with fiscal agent	14,983
Receivables (net):	
Taxes	6,026,058
Payments in lieu of taxes	822,500
Special assessments	293,700
Accounts	134,521
Intergovernmental	1,572,849
Bond issuance costs	150,678
Prepaid items	24,166
Inventory	224,657
Nondepreciable capital assets	3,124,958
Depreciable capital assets, net	40,903,373
Total assets	60,359,818
Liabilities:	
Accounts payable	248,454
Contracts payable	1,182,218
Accrued wages and benefits payable	657,307
Accrued workers compensation payable	439,244
Intergovernmental payable	365,557
Accrued interest payable	11,950
Undistributed monies payable	101,345
Unclaimed monies payable	14,332
Claims payable	97,467
Unearned revenue	1,890,585
Long-term liabilities:	
Due within one year	561,398
Due in more than one year	6,802,548
Total liabilities	12,372,405
Net assets:	
Invested in capital assets, net of related debt	37,384,095
Restricted for:	
Capital projects	426,277
Street construction, maintenance and repair	310,226
Other purposes	145,191
Unrestricted	9,721,624
Total net assets	$47,987,413

See accompanying notes to the basic financial statements

CITY OF SPRINGDALE, OHIO
STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED DECEMBER 31, 2007

	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions	Net (Expense) Revenue and Changes in Net Assets: Total Governmental Activities
Governmental activities:					
Security of persons and property	$8,012,932	$701,787	$35,043	$56,770	($7,219,332)
Public health services	307,216	48,048	22,117	0	(237,051)
Leisure time activities	2,122,880	180,271	0	10,076	(1,932,533)
Community environment	665,349	198,392	0	0	(466,957)
Transportation	2,754,111	4,005	0	2,978,570	228,464
General government	5,878,925	100,732	0	0	(5,778,193)
Interest and fiscal charges	379,544	0	0	0	(379,544)
Total governmental activities	$20,120,957	$1,233,235	$57,160	$3,045,416	(15,785,146)
General revenues:					
Municipal income taxes					14,911,874
Property and other taxes					1,763,277
Payments in lieu of taxes					822,556
Special assessments					293,925
Grants and entitlements not restricted to specific programs					2,547,912
Contributions					13,495
Investment earnings					531,424
Other revenues					239,267
Total general revenues					21,123,730
Change in net assets					5,338,584
Net assets - beginning (restated)					42,648,829
Net assets - ending					$47,987,413

See accompanying notes to the basic financial statements

CITY OF SPRINGDALE, OHIO
BALANCE SHEET
GOVERNMENTAL FUNDS
DECEMBER 31, 2007

	General Fund	Capital Improvements Fund	Northwest Business TIF Fund	Other Governmental Funds	Total Governmental Funds
Assets:					
Equity in pooled cash and cash equivalents	$5,257,087	$1,286,951	$135,520	$241,103	$6,920,661
Cash in segregated account	39,883	0	0	0	39,883
Cash with fiscal agent	0	14,983	0	0	14,983
Receivables:					
Taxes	6,026,058	0	0	0	6,026,058
Payments in lieu of taxes	0	0	822,500	0	822,500
Special assessments	0	0	293,700	0	293,700
Accounts	134,521	0	0	0	134,521
Intergovernmental	527,789	746,279	0	298,781	1,572,849
Inventory	224,657	0	0	0	224,657
Prepaid items	24,166	0	0	0	24,166
Advances to other funds	545,485	0	0	0	545,485
Restricted assets:					
Funds on deposit for unclaimed monies	14,332	0	0	0	14,332
Funds on deposit for performance bonds and plan review fees	92,500	0	0	0	92,500
Total assets	$12,886,478	$2,048,213	$1,251,720	$539,884	$16,726,295
Liabilities:					
Accounts payable	$177,448	$59,782	$1,000	$10,224	$248,454
Contracts payable	12,811	1,169,407	0	0	1,182,218
Accrued wages and benefits payable	649,049	0	0	8,258	657,307
Accrued workers compensation payable	439,244	0	0	0	439,244
Intergovernmental payable	24,091	339,538	0	1,928	365,557
Undistributed monies payable	101,345	0	0	0	101,345
Unclaimed monies payable	14,332	0	0	0	14,332
Claims payable	97,467	0	0	0	97,467
Advances from other fund	0	0	0	545,485	545,485
Deferred revenue	3,433,661	606,900	1,116,200	257,630	5,414,391
Total liabilities	4,949,448	2,175,627	1,117,200	823,525	9,065,800
Fund balances:					
Reserved for encumbrances	196,416	667,182	0	41,917	905,515
Reserved for inventory	224,657	0	0	0	224,657
Reserved for prepaid items	24,166	0	0	0	24,166
Unreserved, designated:					
Designated for health insurance	137,656	0	0	0	137,656
Designated for liability insurance	1,020,763	0	0	0	1,020,763
Unreserved, undesignated, reported in:					
General fund	6,333,372	0	0	0	6,333,372
Special revenue funds	0	0	0	197,787	197,787
Capital projects funds	0	(794,596)	134,520	(523,345)	(1,183,421)
Total fund balances (deficit)	7,937,030	(127,414)	134,520	(283,641)	7,660,495
Total liabilities and fund balances	$12,886,478	$2,048,213	$1,251,720	$539,884	$16,726,295

See accompanying notes to the basic financial statements

CITY OF SPRINGDALE, OHIO
RECONCILIATION OF TOTAL GOVERNMENTAL FUND BALANCES
TO NET ASSETS OF GOVERNMENTAL ACTIVITIES
DECEMBER 31, 2007

Total governmental fund balances	$7,660,495
Amounts reported for governmental activities in the statement of net assets are different because:	
Capital assets used in governmental activities are not financial resources and therefore are not reported in the funds.	44,028,331
Some long-term assets, such as bond issuance costs are not available for current-period expenditures and therefore are not reflected in the funds.	150,678
Other long-term assets are not available to pay for current-period expenditures and therefore are deferred in the funds.	3,523,806
Some liabilities, such as compensated absences, do not require the use of current financial resources and therefore are not reported as liabilities in governmental funds.	(706,950)
Long-term liabilities are not due and payable in the current period and therefore are not reported in the funds.	(6,656,997)
Accrued interest payable on long-term debt is not due and payable in the current period and therefore is not reported in the funds.	(11,950)
Net assets of governmental activities	$47,987,413

See accompanying notes to the basic financial statements

CITY OF SPRINGDALE, OHIO
STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
FOR THE YEAR ENDED DECEMBER 31, 2007

	General Fund	Capital Improvements Fund	Northwest Business TIF Fund	Other Governmental Funds	Total Governmental Funds
Revenues:					
Municipal income taxes	$14,404,184	$0	$0	$0	$14,404,184
Property and other taxes	1,814,939	0	0	0	1,814,939
Payments in lieu of taxes	0	0	822,556	0	822,556
Special assessments	0	0	39,226	0	39,226
Intergovernmental	1,995,416	2,451,510	0	579,843	5,026,769
Charges for services	300,654	0	0	0	300,654
Fines and forfeitures	351,389	0	0	8,431	359,820
Fees, licenses and permits	510,338	0	0	8,255	518,593
Interest	528,112	675	2,637	0	531,424
Contributions	12,030	18,165	0	0	30,195
Other	196,423	0	90,000	0	286,423
Total revenues	20,113,485	2,470,350	954,419	596,529	24,134,783
Expenditures:					
Current:					
Security of persons and property	7,569,005	0	0	42,386	7,611,391
Public health services	281,673	0	0	16,073	297,746
Leisure time activities	1,717,300	63,970	0	8,411	1,789,681
Community environment	594,500	0	0	80,911	675,411
Transportation	1,044,370	0	0	555,415	1,599,785
General government	4,519,732	378,913	693,183	0	5,591,828
Capital outlay	419,763	5,693,778	0	460,840	6,574,381
Debt service:					
Principal retirement	21,757	220,000	54,026	400,000	695,783
Interest and fiscal charges	2,712	29,535	184,172	155,400	371,819
Total expenditures	16,170,812	6,386,196	931,381	1,719,436	25,207,825
Excess (deficiency) of revenues over expenditures	3,942,673	(3,915,846)	23,038	(1,122,907)	(1,073,042)
Other financing sources (uses):					
Proceeds from the sale of assets	14,782	0	0	0	14,782
Transfers-in	0	3,500,000	0	625,400	4,125,400
Transfers-out	(4,125,400)	0	0	0	(4,125,400)
Total other financing sources (uses)	(4,110,618)	3,500,000	0	625,400	14,782
Net change in fund balances	(167,945)	(415,846)	23,038	(497,507)	(1,058,260)
Beginning fund balances	8,104,975	288,432	111,482	213,866	8,718,755
Ending fund balances (deficit)	$7,937,030	($127,414)	$134,520	($283,641)	$7,660,495

See accompanying notes to the basic financial statements

CITY OF SPRINGDALE, OHIO
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED DECEMBER 31, 2007

Net change in fund balances - total governmental funds		($1,058,260)
Amounts reported for governmental activities in the statement of activities are different because:		
Governmental funds report capital outlays as expenditures. However, in the statement of activities, the cost of those assets is allocated over their estimated useful lives as depreciation expense. This is the amount by which capital outlays exceeded depreciation in the current period:		
Capital asset additions, not being depreciated	5,482,686	
Capital asset additions, being depreciated	18,083,175	
Depreciation expense	(1,817,866)	
		21,747,995
The net effect of various miscellaneous transactions involving capital assets (i.e., sales, trade-ins, disposal) is to decrease net assets:		
Capital asset deletions, not being depreciated	(17,309,423)	
Capital asset deletions, being depreciated	(651,854)	
Accumulated depreciation	644,989	
		(17,316,288)
Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the funds.		1,309,976
Repayment of long-term debt principal is an expenditure in the governmental funds, but the repayment reduced long-term liabilities in the statement of net assets.		695,783
Some expenses reported in the statement of activities, such as compensated absences, do not require the use of current financial resources and therefore are not reported as expenditures in governmental funds.		(32,897)
Some expenses reported in the statement of activities, such as accrued interest, amortization of bond premium, and amortization of bond issuance costs do not require the use of current financial resources and therefore are not reported as expenditures in governmental funds. The net effect is reported.		(7,725)
Change in net assets of governmental activities		$5,338,584

See accompanying notes to the basic financial statements

CITY OF SPRINGDALE, OHIO
STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES
BUDGET AND ACTUAL (NON-GAAP BUDGETARY BASIS)
FOR THE YEAR ENDED DECEMBER 31, 2007

	General Fund			
	Original Budget	Final Budget	Actual	Variance from Final Budget
Revenues:				
Municipal income taxes	$15,550,000	$15,654,324	$15,671,630	$17,306
Property and other taxes	1,798,546	1,848,546	1,821,817	(26,729)
Intergovernmental	1,280,160	1,980,160	2,006,373	26,213
Charges for services	312,600	312,600	317,191	4,591
Fines and forfeitures	290,000	340,000	345,163	5,163
Fees, licenses and permits	416,000	466,000	439,858	(26,142)
Interest	480,000	530,000	528,112	(1,888)
Contributions	0	0	24,030	24,030
Other	219,800	219,800	315,633	95,833
Total revenues	20,347,106	21,351,430	21,469,807	118,377
Expenditures:				
Current:				
Security of persons and property	7,907,607	7,867,607	7,601,952	265,655
Public health services	294,972	294,972	289,650	5,322
Leisure time activities	1,845,040	1,845,040	1,724,410	120,630
Community environment	602,107	602,107	515,826	86,281
Transportation	1,374,100	1,299,100	1,061,383	237,717
General government	5,180,227	5,716,663	5,198,737	517,926
Capital outlay	512,383	512,385	458,723	53,662
Debt service:				
Principal retirement	18,729	18,729	21,757	(3,028)
Interest	1,531	1,531	2,712	(1,181)
Total expenditures	17,736,696	18,158,134	16,875,150	1,282,984
Excess of revenues over expenditures	2,610,410	3,193,296	4,594,657	1,401,361
Other financing sources (uses):				
Proceeds from the sale of assets	10,000	10,000	14,782	4,782
Transfers-in	1,745	1,441	1,441	0
Transfers-out	(5,029,853)	(4,125,400)	(4,125,400)	0
Advances-in	4,020	0	0	0
Advances-out	0	(483,015)	(483,015)	0
Total other financing sources (uses)	(5,014,088)	(4,596,974)	(4,592,192)	4,782
Net change in fund balance	(2,403,678)	(1,403,678)	2,465	1,406,143
Beginning fund balance	4,961,104	4,961,104	4,961,104	0
Prior year encumbrances	157,986	157,986	157,986	0
Ending fund balance	$2,715,412	$3,715,412	$5,121,555	$1,406,143

See accompanying notes to the basic financial statements

CITY OF SPRINGDALE, OHIO
STATEMENT OF FIDUCIARY ASSETS AND LIABILITIES
FIDUCIARY FUND
DECEMBER 31, 2007

	Agency
Assets:	
Equity in pooled cash and cash equivalents	$117
Total assets	$117
Liabilities:	
Ohio board of building standards assessment (OBBS) payable	$117
Total liabilities	$117

See accompanying notes to the basic financial statements

The accounting methods and procedures adopted by the City of Springdale, Ohio, conform to accounting principles generally accepted in the United States of America (GAAP) as applied to governmental entities. The following notes to the financial statements are an integral part of the basic financial statements.

1. FINANCIAL REPORTING ENTITY

The accompanying basic financial statements comply with the provisions of Governmental Accounting Standards Board (GASB) Statement No. 14, "*The Financial Reporting Entity*", in that the financial statements include all the funds and activity of the primary government. The primary government consists of all the organizations, activities, and functions that are not legally separate from the City. Component units are legally separate organizations for which the City is financially accountable. The City would consider an organization to be a component unit if:

1. the City appoints a voting majority of the organization's body; and is able to impose its will on that organization or there is a potential for the organization to provide specific financial burdens on the City; or

2. the organization is fiscally dependent upon the City; or

3. the nature of the relationship between the City and the organization is such that the exclusion from the financial reporting entity would render the financial statements misleading.

Based on the above, potential component units were considered for inclusion. The City has no component units.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation

The City's basic financial statements consist of government-wide statements, including a statement of net assets and statement of activities, and fund financial statements which provide a more detailed level of financial information.

Government-wide Financial Statements

The statement of net assets and the statement of activities display information about the City as a whole. These statements include the financial activities of the primary government, except for fiduciary funds. The statement of net assets presents the financial condition of the government at year-end. The statement of activities presents a comparison between direct expenses and program revenues for each program or function of the City's governmental activities. Direct expenses are those that are specifically associated with a service, program, or department and therefore are clearly identifiable to a particular function. Program revenues include charges paid by the recipient of the goods or services offered by the program, grants and contributions that are restricted to meeting the operational capital requirements of a particular program and interest earned on grants that is required to be used to support a particular program. Revenues not classified as program revenues are presented as general revenues. The comparison of direct expenses with program revenues identifies that extent to which each governmental function is self-financing or draws from

the general revenues of the City. The effect of interfund activity has been eliminated from the government-wide financial statements.

Fund Financial Statements
During the year, the City segregates transactions related to certain functions or activities in separate funds in order to assist financial management and to demonstrate legal compliance. Fund financial statements are designed to present financial information of the City at this more detailed level. The focus of governmental financial statements is on major funds. Each major fund is presented in a separate column. Nonmajor funds are aggregated and presented in a single column. The City's only fiduciary fund is an agency fund.

The basic financial statements of the City were prepared in accordance with standards promulgated by the Governmental Accounting Standards Board (GASB). These standards include the effective pronouncements of the National Council on Governmental Accounting (NCGA) and the American Institute of Certified Public Accountants (AICPA) which are considered to be accounting principles generally accepted in the United States of America, for state and local governmental entities, until they are altered, amended, supplemented, revoked or superseded by a subsequent GASB pronouncement.

Fund Accounting
The City uses funds to maintain its financial records during the year. A fund is defined as a fiscal and accounting entity with a self-balancing set of accounts. The City utilizes governmental funds and a fiduciary fund.

Governmental Funds - Governmental funds are those through which most governmental functions typically are financed. The acquisition, use and balances of the City's expendable financial resources and the related current liabilities are accounted for through governmental funds. The City maintains records showing revenues, actual and accrued expenditures and encumbrances to assure legal and accounting compliance and to assure that budgetary authority is not exceeded. The difference between governmental fund assets and liabilities is reported as fund balance. The following are the City's major governmental funds:

General Fund - This fund is established to account for resources devoted to financing the general services that the City performs for its residents. Municipal income tax, general tax revenues, as well as other sources of revenue used to finance the fundamental operations of the City are included in this fund. The fund is charged with all costs of operating the government for which a separate fund has not been established.

Capital Improvements Fund – This capital projects fund is used to account for various capital projects financed by governmental funds.

Northwest Business District Tax Increment Financing (TIF) Fund - This capital projects fund is used to account for the activity regarding the Northwest Business District TIF Project, including the issuance and payment of debt, as well as public improvements.

The other governmental funds of the City account for grants and other resources that are generally restricted to use for a particular purpose.

Fiduciary Funds - Fiduciary funds are used to account for assets held by the City as a trustee or as an agent for individuals, private organizations, or other units of government. The fiduciary fund category is split into four classifications: agency funds, pension trust funds, investment trust funds, and private purpose trust funds. Agency funds are custodial in nature (assets equal liabilities) and do not involve measurement of results of operations. Trust funds are used to account for assets held under a trust agreement for individuals, private organizations, or other governments and are therefore not available to support the City's own programs. The City's fiduciary fund consists only of an agency fund that accounts for the collection and payments associated with the Ohio Board of Building Standards Assessments on building permits.

Measurement Focus

Government-wide Financial Statements

The government-wide financial statements are prepared using the economic resources measurement focus. All assets and all liabilities associated with the operation of the City are included on the statement of net assets.

Fund Financial Statements

All governmental funds are accounted for using a flow of current financial resources measurement focus. With this measurement focus, only current assets and liabilities generally are included on the balance sheet. The statement of revenues, expenditures and changes in fund balances reports on the source (i.e., revenues and other financial sources) and uses (i.e., expenditures and other financing uses) of current financial resources. This approach differs from the manner in which the governmental activities on the government-wide financial statements are prepared. Government fund financial statements therefore include a reconciliation with brief explanations to better identify the relationship between the government-wide statements and the statements of government funds.

Basis of Accounting

Accounting basis determines when transactions and economic events are reflected in its financial statements. Government-wide financial statements are prepared using the accrual basis of accounting. Government funds use the modified accrual basis of accounting. Fiduciary funds use the accrual basis of accounting. Differences in the accrual and modified accrual basis of accounting arise in the recognition of revenue, the recording of deferred revenue and in the presentation of expenses versus expenditures.

Revenues – Exchange and Non-Exchange Transactions

Revenues resulting from exchange transactions, in which each party gives and receives essentially equal value, is recorded on the accrual basis when the exchange takes place. On a modified accrual basis, revenue is recorded in the fiscal year in which the resources are measurable and become available. Available means that the resources will be collected within the current fiscal year or are expected to be collected soon enough thereafter to be used to pay liabilities of the current fiscal year. For the City, available means expected to be received within thirty-one days of year-end.

Nonexchange transactions, in which the City received value without directly giving equal value in return, include income tax, admissions tax, occupancy tax, property tax, payments in lieu of taxes, special assessments, cable franchise fees, state levied taxes, grants, entitlements, and donations. On

an accrual basis, revenue from income taxes is recognized in the period in which the income is earned. Revenue from property tax is recognized in the fiscal year for which the taxes are levied. Revenue from state-levied taxes, grants, entitlements, and donations is recognized in the fiscal year in which all eligibility requirements have been satisfied. Eligibility requirements include timing requirements, which specify the year when the resources are required to be used or the year when use is first permitted, matching requirements, in which the City must provide local resources to be used for a specified purpose, and expenditure requirements, in which the resources are provided to the City on a reimbursement basis. On a modified accrual basis, revenue from nonexchange transactions must also be available before it can be recognized.

Under the modified accrual basis of accounting, the following revenue sources are considered to be both measurable and available at year-end: state-levied locally shared taxes (including gasoline tax and motor vehicle license tax), certain reimbursements, fees, licenses and permits, grants, admissions tax, transient occupancy tax, estate tax, and income tax.

Deferred Revenue

Deferred revenues arise when potential revenue does not meet both the measurable and available criteria for recognition in the current period. In a subsequent period, when both revenue recognition criteria are met, the liability or deferred revenue is removed and revenue is recognized. Current and delinquent property taxes, homestead and rollback entitlement, state-levied locally shared taxes (including gasoline tax and motor vehicle license tax), grants, estate tax, fees, donations, certain reimbursements, transient occupancy tax, payments in lieu of tax, special assessments, and income tax measurable as of year-end whose availability is indeterminate and which are not intended to finance current period obligations, have been recorded as a receivable and deferred revenue.

Unearned Revenue

Unearned revenue represents amounts under the accrual basis of accounting for which asset recognition criteria has been met, but for which revenue recognition has not yet been met because such amounts have not yet been earned.

Expenses/Expenditures

On the accrual basis of accounting, expenses are recognized at the time they are incurred. The measurement focus of governmental fund accounting is on decreases in net financial resources (expenditures) rather than expenses. Expenditures are recorded when the related fund liability is incurred. Allocations of cost, such as depreciation and amortization, are not recognized in governmental funds.

Budgets and the Budgetary Process

The budgetary process, prescribed by provisions of the Ohio Revised Code and the City Charter, entails the preparation of budgetary documents within an established timetable. This includes the preparation of the tax budget, a certificate of estimated resources, and the appropriation ordinance, all of which are prepared on the non-GAAP budgetary basis of accounting. The certificate of estimated resources and the appropriation ordinance may be amended by councilmanic action throughout the year with the legal restriction that appropriations cannot exceed estimated resources, as certified.

All funds, other than agency funds, are legally required to be budgeted and appropriated. The City adopts a budget and approves appropriations for all funds. The legal level of budgetary control is defined as the level at which City Council must approve any over-expenditure of appropriations or transfers of appropriated amounts. City Council must approve any increase or decrease in appropriations and estimated receipts. The legal level of budgetary control for the general fund is at the departmental level, personal services and all other expenditures, all other funds are at the fund level, personal services and all other expenditures. Administrative control is maintained through the establishment of detailed line item budgets. For 2007, all appropriations were approved as required and all funds and departments completed the year within the legally authorized appropriations.

A tax budget of estimated revenues and expenditures for all funds is submitted to the County Auditor, as Secretary of the County Budget Commission, by July 20 of each year, for the period January 1 to December 31 of the following year. The County Budget Commission certifies its actions to the City by September 1, and as part of this certification, the City receives the official certificate of estimated resources, which states the projected revenue of each fund. Prior to December 31, the City must prepare its annual budget so that the total contemplated expenditures from any fund during the ensuing fiscal year will not exceed the amount stated in the certificate of estimated resources. The revised budget then serves as the basis for the appropriation ordinance.

On or about January 1, the certificate of estimated resources is amended to include unencumbered fund balances at December 31 of the preceding year. The certificate may be further amended during the year if a new source of revenue is received or actual receipts exceed current estimated receipts. The amounts reported on the budgetary statement reflect the amounts in the final amended official certificate of estimated resources.

Appropriations - A temporary appropriation measure to control expenditures may be passed on or about January 1 of each year for the period from January 1 to March 31. The annual appropriation ordinance must be passed by April 1 of each year for the period January 1 to December 31. The appropriation ordinance may be supplemented during the year by councilmanic action, as new information becomes available, provided that total fund appropriations do not exceed current estimated resources, as certified.

Encumbrances - As part of formal budgetary control, purchase orders, contracts, and other commitments for the expenditure of monies are recorded as the equivalent of expenditures on the non-GAAP budgetary basis in order to reserve that portion of the applicable appropriation and to determine and maintain legal compliance. On the modified accrual basis, encumbrances outstanding at year-end are reported as reservations of fund balances for subsequent year expenditure.

Lapsing of Appropriations - At the close of each year, the unencumbered balance of each appropriation reverts to the respective fund from which it was appropriated and becomes subject to future appropriations. The encumbered appropriation balance is carried forward to the succeeding fiscal year and need not be reappropriated.

Budgetary Basis of Accounting – While the City is reporting financial position, results of operations and changes in fund balances on the basis of accounting principles generally accepted in the United States of America (GAAP), the budgetary basis as provided by law is based upon accounting for certain transactions on a basis of cash receipts, disbursements, and encumbrances. The statement of revenues, expenditures and changes in fund balances – budget (non-GAAP basis) and actual (presented for the general fund) is presented on a budgetary basis to provide a meaningful comparison of actual results with the budget. The major differences between the budget basis and GAAP basis are as follows:

* Revenues are recorded when received in cash (budget) as opposed to when susceptible to accrual (GAAP).
* Expenditures are recorded when paid in cash (budget) as opposed to when the liability is incurred (GAAP).
* Encumbrances are treated as expenditures (budget) rather than as a reservation of fund balance (GAAP).

The following table summarizes the adjustments necessary to reconcile the GAAP basis statements to the budgetary basis statements for the general fund.

	Net Change in Fund Balance - General Fund
GAAP Basis	($167,945)
Net adjustment for revenue accruals	829,592
Net adjustment for expenditure accruals	(434,626)
2006 prepaids for 2007	27,640
2007 prepaids for 2008	(24,166)
Encumbrances	(228,030)
Budget basis	$2,465

Cash and Cash Equivalents
Cash is pooled and invested in short-term investments for cash management purposes. Investments with original maturities of three months or less are considered to be cash equivalents.

The City maintains funds with the Ohio Department of Transportation (ODOT), as fiscal agent, to provide the local share of disbursements for the State Route 747/CSX Grade Separation Project. The cash with fiscal agent is maintained in the capital projects fund. The City reports cash in segregated account in the general fund, this is the balance at year-end of Mayor's Court activity.

The City has invested funds in the State Treasury Asset Reserve of Ohio (STAR Ohio) during fiscal year 2007. STAR Ohio is an investment pool managed by the State Treasurer's Office which allows governments within the State to pool their funds for investment purposes. Star Ohio is not registered with the SEC as an investment company, but does operate in a manner consistent with Rule 2a7 of the Investment Company Act of 1940. Investments in Star Ohio are valued at Star Ohio's share price which is the price the investment could be sold for on December 31, 2007.

Receivables
All receivables are reported at their gross value and, where appropriate, are reduced by the estimated portion that is expected to be uncollectable.

Prepaid Items
Payments made to vendors for services that will benefit subsequent periods are recorded as prepaid items. Prepaid items are equally offset by a fund balance reserve which indicates that these prepaid items do not constitute available spendable resources even though they are a component of net current assets.

Inventory
On government-wide financial statements, inventories are presented based on the consumption method at the lower of cost or market on a first-in, first-out basis and are expensed when used. On fund financial statements, inventories are presented based on the consumption method at the lower of cost or market on a first-in, first-out basis and are expensed when used. For all funds, cost is determined on a first-in, first-out basis. Inventory in governmental funds consists of expendable supplies held for consumption.

Capital Assets
General capital assets are capital assets which are associated with and generally arise from governmental activities. They generally result from expenditures in the governmental funds. General capital assets are reported in the governmental activities column of the government-wide statement of net assets but are not reported in the fund financial statements.

All capital assets are capitalized at cost (or estimated historical cost) and updated for additions and deletions during the year. For purposes of financial reporting, only capital assets valued at $5,000 or more are reported. Donated capital assets are recorded at their fair market value as of the date received. The City's infrastructure consists of sewer lines, streets, traffic signals, sidewalks, parks, and construction in progress. Improvements are capitalized if value is added and the life of the asset is materially extended; the costs of normal maintenance and repairs that do not add to the value of the asset or materially extend the life of the asset are not capitalized.

All reported capital assets are depreciated except land, real estate held for development, and construction in progress. Improvements are depreciated over the remaining useful lives of the related capital assets. Useful lives for infrastructure were estimated based on the City's historical records of necessary improvements and replacement. Depreciation is computed using the straight-line method over the following useful lives:

Buildings	15 - 60 years
Improvements other than building	10 - 25 years
Machinery and Equipment	5 - 10 years
Furniture and Fixtures	15 - 20 years
Vehicles	5 - 20 years
Infrastructure	15-100 years

Interest Income

Interest income is distributed to the funds according to the Ohio Revised Code and City Ordinance. The Ohio Revised Code requires interest to be credited to the general fund, however, the City passes legislation allowing interest to be allocated to the applicable funds based on the principal balance. Total interest revenue during 2007 was $531,424. Total interest credited to the general fund during 2007 was $528,112, which includes $26,571 assigned from other funds.

Payments In Lieu Of Taxes

Payments in lieu of taxes represent service payments received from the Hamilton County Auditor in lieu of property taxes based on the Tax Increment Financing (TIF) Service Agreement for the purpose of making TIF bond payments.

Restricted Assets

The balance sheet, general fund assets, reports funds that are restricted for a specific use. These are funds on deposit for unclaimed monies, performance bonds and plan review fees.

Interfund Balances

On fund financial statements, long-term interfund loans are classified as "advances to other funds/advances from other fund" on the balance sheet. These amounts are eliminated in the governmental activities column of the statement of net assets. The City had no short-term interfund loans at year-end.

Compensated Absences

The City reports compensated absences in accordance with the provisions of GASB Statement No. 16, "Accounting for Compensated Absences." Vacation benefits are accrued as a liability as the benefits are earned if the employees' rights to receive compensation are attributable to services already rendered and it is probable that the employer will compensate the employees for the benefits through paid time off or some other means. Vacation leave accumulated must be used by year-end.

Sick leave benefits are accrued as a liability using the vesting method. The liability includes the employees who are currently eligible to receive termination benefits and those that the City has identified as probable of receiving payment in the future. The amount is based on accumulated sick leave and employee wage rates at fiscal year-end taking into consideration any limits specified in the City's personnel manual. The entire compensated absence liability is reported on the government-wide financial statements.

For governmental funds, compensated absences are recognized as liabilities and expenditures to the extent payments come due each period upon the occurrence of employee resignations and retirements. These amounts are recorded in the account "compensated absences payable" in the fund from which the employees who have accumulated leave are paid. In prior years, the liability for compensated absences has

been liquidated from the general fund, street construction, maintenance and repair fund, and the state highway fund. The noncurrent portion of the liability is not reported. The City has not reported compensated absences payable in the fund financial statements at year-end.

Accrued Liabilities and Long-Term Obligations

All payables, accrued liabilities and long-term obligations are reported in the government-wide financial statements. In general, governmental fund payables and accrued liabilities that, once incurred, are paid in a timely manner and in full from current financial resources, are reported as obligations of the funds. However, claims, compensated absences, and contractually required pension contributions that will be paid from governmental funds are reported as a liability in the fund financial statements only to the extent that they are due for payment during the current year. Bonds, capital leases, and long-term loans are recognized as a liability on the fund financial statements when due.

Fund Balance Reserves/Designations

The City reserves those portions of fund balance which are legally segregated for a specific future use or which do not represent expendable resources and therefore are not available for appropriation or expenditure. As a result, encumbrances, inventories, and prepaid items are recorded as a reservation of fund balance. Also, the City designates the portion of unreserved fund balance at year-end for health and liability insurance.

Net Assets

Net assets represent the difference between assets and liabilities. Net assets invested in capital assets, net of related debt consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowing used for the acquisition, construction or improvement of those assets. Net assets are reported as restricted when there are limitations imposed on their use either through the enabling legislation adopted by the City or through external restrictions imposed by creditors, grantors or laws or regulations of other governments. Restricted for other purposes is comprised of net assets restricted for non-capital grants. The City applies restricted resources when an expense is incurred for purposes for which both restricted and unrestricted net assets are available. Of the City's $881,694 restricted net assets, $0 is restricted for enabling legislation.

Interfund Activity

Flows of cash from one fund to another without a requirement for repayment are reported as transfers. Transfers are reported as other financing sources/uses in governmental funds. Transfers are eliminated in the statement of activities.

Estimates

The preparation of the basic financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results may differ from those estimates.

3. FUND DEFICITS

The capital projects, capital improvements fund and the Tri-County Mall tax increment financing fund, at December 31, 2007 included fund deficits of $127,414 and $481,428, respectively. This is due to the recognition of expenditures on the modified accrual basis of accounting which are greater than expenditures recorded on the cash basis. The general fund is liable for the fund deficits and provides transfers when cash is required, not when accruals occur.

4. DEPOSITS AND INVESTMENTS

The City maintains a cash and investment pool used by all funds. Each fund has an equity interest in this account. Monies of substantially all funds of the City are maintained or invested in a common group of bank accounts and in short-term investments. The City records all investments at cost and reports Star Ohio and repurchase agreements at cost (which approximates fair value).

The provisions of the Ohio Revised Code and City Ordinances govern the investment and deposit of City monies. In accordance with these provisions, only banks located in Ohio and domestic building and loan associations are eligible to hold public deposits.

Ohio law requires the classification of funds held by the City into three categories:

Category 1 consists of "active" funds – those funds required to be kept in "cash" or "cash equivalent" status for immediate use by the City. Such funds must be maintained either as cash in the City Treasury or in depository accounts payable or withdrawable on demand, including negotiable order of withdrawal (NOW) accounts.

Category 2 consists of "inactive" funds – those funds not required for use within the current period of designation of depositories. Inactive funds may be deposited or invested only as certificates of deposit maturing no later than the end of the current period of designation of depositories.

Category 3 consists of "interim" funds – those funds not needed for immediate use but needed before the end of the current period of designation of depositories. The City's investment policy allows interim funds to be invested in the following:

* Bonds, notes, or other obligations of or guaranteed by the United States, or those for which the faith of the United States is pledged for the payment of principal and interest thereon;

* Bonds, notes, debentures or other obligations or securities issued by any federal government agency, or the export-import bank of Washington;

* The Clerk of Council/Finance Director may enter into a repurchase agreement with any eligible institution mentioned in the R.C. Section 135.03 and confirmed by Council, under the terms of which agreement the Clerk of Council/Finance Director purchases for the City, and such institution agrees unconditionally to repurchase any of the securities listed

(in the investment policy) that will mature or are redeemable within five (5) years from the date of purchase;

* Certificates of deposit of eligible depositories, which may provide (and if so, shall be shown on its face) that the amount of such deposit is payable upon written notice a specified period before the date of the repayment maturity;

* Insured deposit amounts in eligible depositories paying interest at a rate greater than the interest rate paid on the City's active deposits; and

* Star Ohio, an investment pool managed by the Treasurer of the State.

Investments in stripped principal or interest obligations, reverse repurchase agreements, and derivatives are prohibited. The issuance of taxable notes for the purpose of arbitrage, the use of leverage and short selling are also prohibited. An investment must mature within five years from the date of purchase unless matched to a specific obligation or debt of the City, and must be purchased with the expectation that it will be held to maturity. Investments may only be made through specified dealers and institutions. Payment for investments may be made only upon delivery of the securities representing the investments to the City or, if the securities are not represented by a certificate, upon receipt of confirmation of transfer from the custodian.

Public depositories must give security for all public funds on deposit. These institutions may either specifically collateralize individual accounts in lieu of amounts insured by the Federal Deposit Insurance Corporation (FDIC) or Federal Savings and Loan Insurance Corporation (FSLIC), or may pledge a pool of government securities the face value of which is at least 105 percent of the total value of public monies on deposit at the institution.

Repurchase agreements must be secured by the specific government securities upon which the repurchase agreements are based. These securities must be obligations of or guaranteed by the United States and mature or be redeemable within five years of the date of the related repurchase agreement. State law does not require that security for public deposits and investments be maintained in the name of the City.

Deposits

Custodial credit risk for deposits is the risk that in the event of bank failure, the City will not be able to recover deposits or collateral securities that are in the possession of an outside party. Of the bank balance of $245,724, $142,321 was covered by federal deposit insurance. The remaining amount, $103,403 was covered by provided collateral and not subject to custodial credit risk. Although all statutory requirements for the deposit of money had been followed, noncompliance with federal requirements would potentially subject the City to a successful claim by the FDIC.

The City has no deposit policy for custodial risk beyond the requirements of State statute. Ohio law requires that deposits be either insured or be protected by eligible securities pledged to and deposited either with the City or a qualified trustee by the financial institution as security for repayment, or by a collateral pool of eligible securities deposited with a qualified trustee and pledged to secure the repayment of all public monies deposited in the financial institution whose market value at all times shall be at least 105

percent of the deposits being secured.

Investments
The City's investments at December 31, 2007, are summarized below:

Investment	Fair Value	Investment Maturities	Concentration of Credit Risk
Star Ohio	$64,320	Overnight	1%
Repurchase agreement	7,018,156	Overnight	99%
Total Investments	$7,082,476		

Interest Rate Risk – As a means of limiting its exposure to fair value losses caused by rising interest rates, the City attempts, to the extent possible, to match investments with anticipated cash flow requirements.

Credit Risk – Investments in STAR Ohio were rated AAAm by Standard & Poor's. The City limits their investments to those authorized by the City investment policy.

Custodial Credit Risk - Custodial credit risk is the risk that in the event of the failure of the counterparty, the City will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. All of the City's securities are either insured and registered in the name of the City or at least registered in the name of the City, other than the City's repurchase agreements which are exposed to custodial credit risk in that they are uninsured, unregistered, and held by the counterparty's trust department or agent but not in the City's name. The City has no investment policy dealing with investment custodial risk beyond the requirement in state statute that prohibits payment for investments prior to the delivery of the securities representing such investments to the treasurer or qualified trustee.

Concentration of Credit Risk - The City places no limit on the amount it may invest in any one issuer. See the table above for the concentration of credit risk for the City's investments.

5. RECEIVABLES

Receivables at year-end consisted primarily of municipal income taxes, property and other taxes, intergovernmental receivables arising from entitlements, shared revenues, payments in lieu of taxes, special assessments, grants, and accounts.

Property taxes
The assessed valuation of property within the City subject to the levy of ad valorem taxes includes real property, public utilities property, and tangible personal property. The City's property taxes are collected by the Hamilton County Auditor and are remitted to the City on a periodic basis. The full tax rate for all City operations for the year-ended December 31, 2007 was $3.08 per $1,000 of assessed value. The assessed values of real and tangible personal property upon which 2007 property tax receipts were based are as follows:

Real Property – 2006 Assessed Valuation	$428,485,490
Public Utility Tangible Personal Property – 2006 Assessed Valuation	7,602,980
Tangible Personal Property – 2006 Assessed Valuation	64,267,110
Total	$500,355,580

Property taxes receivable represent real and tangible personal property taxes, public utility property taxes, and outstanding delinquencies, which are measurable as of December 31, 2007. Although total property tax collections for the next fiscal year are measurable, the City recognizes property taxes as deferred revenue since the first settlement date is more than thirty-one days after year-end and does not meet the availability criteria for recognition of revenue and because the taxes are not intended to finance current operations.

Real property taxes collected in any calendar year are generally levied on assessed values as of January 1 of the preceding year according to the following calendar:

• Lien date	January 1, 2006
• Levy date - first half	December 31, 2006
• First installment payment due	January 31, 2007
• Levy date - second half	March 31, 2007
• Second installment payment due	June 20, 2007

Assessed values are established by the County Auditor at no more than 35% of appraised market value. The laws of the State of Ohio require that all property be revalued every six years, and at any time the County Auditor finds that true or taxable value thereof has changed, and in the third calendar year following the year in which a sexennial reappraisal is completed as ordered by the State Commissioner of Tax Equalization. Real property last experienced a reappraisal during 2005 with the results affecting collections beginning in 2006.

Tangible personal property used in business, other than public utilities, is currently assessed for ad valorem taxation purposes at 25% of its true value. Amounts paid by multi-county taxpayers are due September 20. Single county taxpayers may pay annually or semiannually. If paid annually, payment is due April 30; if paid semiannually, the first payment is due April 30 with the remainder payable by September 20.

Public utilities real and tangible personal property taxes collected in any calendar year are those levied on assessed values as of December 31 of the preceding year. Certain tangible personal property of public utilities is currently assessed at 100% of its true value. Real property of public utilities is currently assessed at 35% of true value. Property taxes on public utilities are subject to the same calendar as real property taxes, which are described above.

The County Treasurer collects property taxes on behalf of all taxing districts in the county. The County Auditor periodically remits to the City its portion of the taxes collected. Accrued property taxes receivable represent real and tangible personal property taxes, public utility taxes and outstanding delinquencies which are measurable as of year-end for which there is an enforceable legal claim. Although total property tax collections for the next year are measurable, amounts to be received during the available period are not subject to reasonable estimation at year-end, nor were they levied to finance current year operations. The receivable is therefore offset by deferred revenue in the fund financial statements. The receivable is also

offset by deferred revenue in the government-wide financial statements, with the exception of delinquencies, which are presented as property tax revenue.

Income Taxes

In 2007, the City levied a municipal income tax of 1.5% on substantially all earnings (qualified wages and other personal service compensation) of its residents working both in and out of the City and to earnings of nonresidents working within the City. In conjunction with a mandadory filing requiring, the City allows a credit to residents for income taxes paid to other governments up to 100% of the City's current tax rate.

The municipal income tax also applies to net income of business conducted in the City. Employers within the City are required to withhold income tax on employee compensation and remit the tax to the City on a quarterly basis. Corporations and other individual taxpayers are encouraged to pay their estimated tax quarterly and file a declaration annually.

Income tax proceeds are used to provide for general municipal operations, maintenance, new equipment, extension and enlargement of municipal services and facilities and permanent improvements of the City and the discharge of principal and interest of obligations for permanent improvements.

Intergovernmental Receivables

A summary of the principle items of intergovernmental receivables is as follows:

Estate tax	$171,956
Homestead/rollback	27,000
Local government	272,785
Gasoline tax	184,500
License tax	75,700
Grants	780,660
Other	60,248
Total	$1,572,849

6. INTERFUND TRANSACTIONS

Advances To/From Other Fund
Interfund loans were made from the general fund to the Tri-County Mall tax increment financing fund, as follows:

2005	$2,250
2006	56,200
2007	483,015
	$541,465

These interfund loans were made regarding the East Kemper Road at Tri-County Mall Road Improvements project and will be repaid when service payments are received to the fund.

Also, in 2006, an interfund loan was made from the general fund to the grants fund in the amount of $4,020 regarding the Bullet Proof Vest Grant.

At the time it was believed these interfund loans would be repaid within a year, but since then it has been determined these should be shown as long term advances. Following is a schedule of advances to/from other fund:

Advances To Other Fund	Advances From Other Fund	Amount
General Fund	Capital projects, Tri-County Mall TIF fund	$541,465
General Fund	Special revenue, grants Fund	4,020
		$545,485

The capital projects, Tri-County Mall TIF fund, and special revenue, grants fund are nonmajor funds.

Transfers In/Transfers Out
In 2007, the City had the following interfund transfers:

Transfer-Out Fund	Transfer-In Fund	Amount
General Fund	Capital projects, community center debt fund	$555,400
General Fund	Special revenue, residential recycling fund	70,000
		625,400
General Fund	Capital projects, capital improvements fund	3,500,000
		$4,125,400

The capital projects, community center debt fund, special revenue, residential recycling fund are nonmajor funds. The capital projects, capital improvements fund is a major fund. All transfer activity was the result of cash flow needs within the fund.

7. CAPITAL ASSETS

Capital asset activity is summarized below:

Governmental Activities	Balance 1/1/07 (Restated)	Additions	Deletions	Balance 12/31/07
Capital assets, not being depreciated:				
Land	$1,944,739	$0	$0	$1,944,739
Real estate held for development	624,747	0	0	624,747
Construction in progress	12,382,209	5,482,686	(17,309,423)	555,472
Total capital assets not being depreciated	14,951,695	5,482,686	(17,309,423)	3,124,958
Capital assets, being depreciated:				
Buildings	19,499,524	195,117	(44,679)	19,649,962
Improvements other than building	2,340,182	58,617	0	2,398,799
Machinery and equipment	1,202,485	60,113	(35,500)	1,227,098
Furniture and fixtures	19,206	10,776	0	29,982
Vehicles	3,004,125	178,629	(57,148)	3,125,606
Infrastructure	29,067,914	17,579,923	(514,527)	46,133,310
Total capital assets being depreciated	55,133,436	18,083,175	(651,854)	72,564,757
Less accumulated depreciation:				
Buildings	(4,378,995)	(335,166)	42,445	(4,671,716)
Improvements other than building	(1,044,439)	(98,115)	0	(1,142,554)
Machinery and equipment	(759,469)	(80,486)	33,726	(806,229)
Furniture and fixtures	(6,209)	(1,321)	0	(7,530)
Vehicles	(1,780,960)	(196,284)	54,291	(1,922,953)
Infrastructure	(22,518,435)	(1,106,494)	514,527	(23,110,402)
Total accumulated depreciation	(30,488,507)	(1,817,866)	644,989	(31,661,384)
Total capital assets being depreciated, net	24,644,929	16,265,309	(6,865)	40,903,373
Governmental activities capital assets, net	$39,596,624	$21,747,995	($17,316,288)	$44,028,331

As a result of implementing GASB 34, the balance of capital assets have been restated from prior year to reflect the inclusion of infrastructure for the parks network. Also, as a result of a prior year error regarding infrastructure classification, the balance of capital assets have been restated from prior year.

Following is a summary of the affected capital asset categories, documenting the beginning balance as previously stated, adjustments noted, and the restated beginning balance.

	Beginning Balance as Previously Stated	Adjustments	Restated Beginning Balance
Capital assets, not being depreciated:			
Construction in progress	$14,757,098	($2,374,889)	$12,382,209
Capital assets, being depreciated:			
Infrastructure	28,559,510	508,404	29,067,914
Accumulated deprecation:			
Infrastructure	(22,086,446)	(431,989)	(22,518,435)
Total		($2,298,474)	

The above restatements had the following affect on net assets, as previously stated:

Net assets at 12/31/06	$44,947,303
Adjustments per above	(2,298,474)
Net assets at 12/31/06, restated	$42,648,829

The adjustment to capital assets, not being depreciated, construction in progress, was due to recording transactions in the prior year for the East Kemper Phase IIII project that, upon further review, was determined should not have been capitalized.

In 2007, depreciation expense was charged to governmental functions as follows:

Security of persons and property	$325,503
Public health services	2,349
Leisure time activities	278,573
Community environment	3,318
Transportation	975,957
General government	232,166
	$1,817,866

8. COMPENSATED ABSENCES

Accumulated Unpaid Vacation Leave

Full-time City employees earn vacation leave at varying rates based upon years of service. Vacation leave earned in one year must be used in the same year. Employees are compensated at year-end for any unused vacation if requested by the employee. No obligation exists at December 31, 2007 for unpaid vacation leave.

Accumulated Unpaid Sick Leave

Full-time City employees earn sick leave at the rate of ten hours per month, provided that in each month, one hundred hours were worked. Sick leave may be accumulated up to 1,600 hours. At retirement, an employee (or the employee's estate in the case of an employee's death) is paid for the accumulated sick leave hours as follows:

Hours of Sick Leave	Conversion Rate
1 to 400	No conversion
401 to 800	3 to 1 conversion
801 to 1,200	2 to 1 conversion
1,201 to 1,600	1 to 1 conversion

Compensatory Time

Compensatory time can only be accumulated by full-time employees for hours worked in excess of their regular schedule. Compensatory hours are compensated at a rate of one and one-half times the employees regular pay rate. For non-union employees, the maximum balance of compensatory time to be accumulated at any given time is sixty-eight hours. Employees of the fire department under union contract can accrue and use up to seventy-two hours in a calendar year. Employees of the police department under union contract can accrue and use up to one hundred hours in a calendar year.

9. LONG-TERM OBLIGATIONS

A schedule of changes in bonds and other long-term obligations of the City during the current year is as follows:

Governmental Activities	Balance 1-1-07	Additions	Deletions	Balance 12-31-07	Amount Due Within A Year
General obligation bonds:					
Community center expansion bonds	$4,311,480	$0	($401,072)	$3,910,408	$401,072
Urban renewal district II bonds	222,999	0	(222,999)	0	0
Total general obligation bonds	4,534,479	0	(624,071)	3,910,408	401,072
Tax increment financing phase I Revenue bonds	2,773,494	0	(54,026)	2,719,468	57,438
Police and fire pension loan	13,004	0	(244)	12,760	256
Capital leases	35,873	0	(21,513)	14,360	8,808
Compensated absences	675,126	824,683	(792,859)	706,950	93,824
Total governmental activities	$8,031,976	$824,683	($1,492,713)	$7,363,946	$561,398

The 1-1-07 balance reflects unamortized bond premium for the general obligation bond issues. The deletions above reflect amortization of bond premium of $1,072 for the community center expansion bonds and $2,999 for the urban redevelopment district II bonds which are not reflected in the fund financial statements.

Community Center Expansion General Obligation Bonds Payable

The City issued $5,900,000 of Community Center Expansion General Obligation Bonds dated September 15, 2002. The bonds mature December 1, 2017 and bear interest at the rate of 3.72%. The bonds were issued for the purpose of paying the cost of constructing, furnishing and equipping additions and renovations to the Municipal Recreation Facility (Community Center), and paying related costs, under authority of the general laws of the State of Ohio and the Uniform Public Securities Law of the Ohio Revised Code and by virtue of ordinances duly adopted by Council. The liability at December 31, 2007 for the Community Center Expansion General Obligation Bonds payable is $3,910,408 and is recorded in the government-wide financial statements.

Urban Redevelopment District II General Obligation Bonds Payable

The City issued $1,100,000 of Urban Redevelopment District II General Obligation Bonds dated August 1, 2002. The bonds bear interest at the rate of 3.47%. The bonds were issued for the purpose of paying costs associated with the Urban Redevelopment District II program and paying related costs, under authority of the general laws of the State of Ohio and the Uniform Public Securities Law of the Ohio Revised Code, and by virtue of ordinances duly adopted by Council. The bonds matured and were retired on December 1, 2007.

Tax Increment Financing - Phase I Revenue Bonds Payable

The City issued $3,040,000 of Pictoria Island Phase I Tax Increment Financing (TIF) Revenue Bonds dated September 14, 2000. The bonds were issued in 2000 to retire notes issued for the construction of infrastructure and a man-made lake in the Northwest Business District (Pictoria Island) TIF area. The bonds mature September 1, 2029 and bear interest at the rate of 6.70%. The City has pledged future service payments (payments in lieu of taxes) received from the owners of the property under the TIF agreement to repay the bond principal and interest. The service payments are based on the incremental value of improvements made to the property under the agreement. If at any time a shortfall exists in the fund making the bond payments, the developers of the property are liable for the shortfall amount. The service payments, and anticipated shortfall payments, are projected to produce 100% of the debt service requirements over the life of the bonds. Total principal and interest remaining on the bonds is $5,276,360, payable through September 2029. For the current year, principal and interest paid and total service payments received were $238,198 and $263,013, respectively. The liability at December 31, 2007 for the TIF Revenue Bonds Payable is $2,719,468 and is presented in the government-wide financial statements.

Principal and interest requirements to retire the City's long-term obligations outstanding at year-end are as follows:

Year-Ending December 31	General Obligation Bonds		TIF Revenue Bonds	
	Principal	Interest	Principal	Interest
2008	$401,072	$143,400	$57,438	$180,759
2009	401,072	130,400	61,407	176,791
2010	401,072	117,400	65,650	172,547
2011	401,072	103,800	70,186	168,012
2012	401,072	89,600	75,036	163,162
2013-2017	1,905,048	220,800	460,497	730,493
2018-2022	0	0	643,147	547,842
2023-2027	0	0	898,244	392,745
2028-2029	0	0	387,863	24,541
Total	$3,910,408	$805,400	$2,719,468	$2,556,892

10. LEASES

During 2007, the City entered into no lease agreements meeting the requirements of a capital lease. The City's prior lease obligations meet the criteria of a capital lease as defined by Statement of Financial Accounting Standards No. 13 "Accounting for Leases", and have been recorded on the government-wide statements. The following is a schedule of the future long-term minimum lease payments required under the capital lease, and the present value of the minimum lease payments:

Year Ending December 31	
2008	$9,873
2009	5,542
2010	355
Total minimum lease payments	15,770
Less: amount representing interest	(1,410)
Present value of minimum lease payments	$14,360

The leased assets have been capitalized for the amount of the present value of the minimum lease payments at the inception of the lease. $42,602 represents the amount of capital assets under capital lease obligation. In 2007, principal of $21,513 was paid from the general fund as principal retirement. Capital lease payments have been reclassified and are reflected as debt service in the fund financial statements and on the budgetary basis.

11. BOND ANTICIPATION NOTE PAYABLE

In 2004, the City issued $1,500,000 of Street Improvement Bond Anticipation Notes dated October 14, 2004. The notes were issued for the purpose of paying the cost of the 2004 street program designated street maintenance items, and paying related costs, under authority of the general laws of the State of Ohio and the Uniform Public Securities Law of the Ohio Revised Code, and by virtue of ordinances duly adopted by Council. The notes matured and were retired on October 13, 2005. As part of the transaction, the City retired $250,000 of principal.

Therefore, notes in the amount of $1,250,000 were issued and dated October 13, 2005. The notes matured October 12, 2006 with an interest rate of 3.50%. As part of the transaction, the City retired $625,000 of principal.

Therefore, notes in the amount of $625,000 were issued and dated October 12, 2006. The notes matured and were retired on October 11, 2007 with an interest rate of 4.25%. The activity throughout 2007 is recorded in the government-wide financial statements.

The following shows the Street Improvement Bond Anticipation Note activity for the period January 1, 2007 to December 31, 2007:

	Balance at 1-1-07	Additions	Retirement	Balance at 12-31-07
Street Improvement Bond Anticipation Notes	$625,000	$0	($625,000)	$0

12. DEFINED BENEFIT PENSION PLANS

Ohio Public Employees Retirement System

The following information was provided by the Ohio Public Employees Retirement System of Ohio.

Substantially all City employees, other than full-time fire and police personnel, participate in the Ohio Public Employees Retirement System (OPERS). The OPERS administers three separate pension plans as described below:

The Traditional Pension Plan - a cost-sharing, multiple-employer defined benefit pension plan.

The Member-Directed Plan – a defined contribution plan in which the member invests both member and employer contributions (employer contributions vest over five years at 20% per year). Under the Member-Directed Plan, members accumulated retirement assets equal to the value of member and (vested) employer contributions, plus any investment earnings.

The Combined Plan - a cost-sharing, multiple-employer defined benefit pension plan. Under the Combined Plan, OPERS invests employer contributions to provide a formula retirement benefit similar in nature to the Traditional Pension Plan benefit. Member contributions, the investment of which is self-directed by the members, accumulate retirement assets in a manner similar to the Member-Directed Plan.

OPERS provides retirement, disability, survivor and death benefits and annual cost of living adjustments to members of the Traditional Pension and Combined Plans. Members of the Member-Directed Plan do not qualify for ancillary benefits.

Authority to establish and amend benefits is provided in Chapter 145 of the Ohio Revised Code. OPERS issues a stand-alone financial report. Interested parties may obtain a copy by writing to OPERS, 277 East Town Street, Columbus, Ohio 43215-4642 or by calling (614) 222-5601 or (800) 222-7377.

The Ohio Revised Code provides statutory authority for member and employer contributions. For 2007, member and employer contribution rates were consistent across all three plans. Separate divisions for law enforcement and public safety exist only within the Traditional Pension Plan.

The 2007 member contribution rates were 9.5% for members in state and local classifications. Public safety members contributed 9.75%. Members in the law enforcement classification, which consists generally of sheriffs, deputy sheriffs, and township police, contributed at a rate of 10.1%.

The 2007 employer contribution rate for state employers was 13.77% of covered payroll. For local government employer units that rate was 13.85% of covered payroll. For both the law enforcement and public safety divisions, the employer contribution rate for 2007 was 17.17%.

The City's contributions to OPERS for the years ended December 31, 2007, 2006, and 2005 were $574,440, $534,022, and $503,567, respectively, equal to the required contribution for each year.

OPERS provides retirement, disability, and survivor benefits as well as postretirement health care coverage to qualifying members of both the Traditional Pension and the Combined Plans. Members of the Member-Directed Plan do not qualify for ancillary benefits, including post-employment health care coverage. In order to qualify for post-retirement health care coverage, age and service retirees under the Traditional Pension and Combined Plans must have 10 or more years of qualifying Ohio service credit. Health care coverage for disability benefit recipients and qualified survivor benefit recipients is available. The health care coverage provided by the OPERS is considered an Other Postemployment Benefit (OPEB) as described in GASB Statement No. 12, *"Disclosure of Information on Postemployment Benefits Other Than Pension Benefits by State and Local Governmental Employers"*.

A portion of each employer's contribution to OPERS is set aside for the funding of post-retirement health care. The Ohio Revised Code provides statutory authority for employer contributions. In 2007, state employers contributed at a rate of 13.77% of covered payroll, local government employer units contributed at 13.85% of covered payroll and public safety and law enforcement employer units contributed at 17.17%. The portion of employer contributions for all employers allocated to health care was 5.00% from January 1 through June 30, 2007 and 6.00% from July 1 through December 31, 2007. The Ohio Revised Code provides the statutory authority requiring public employers to fund post-retirement health care through their contributions to OPERS.

The assumptions and calculations below were based on OPERS' latest actuarial review performed as of December 31, 2006:

Funding Method - The individual entry age actuarial cost method of valuation is used in determining the present value of OPEB. The difference between assumed and actual experience (actuarial gains and losses) becomes part of unfunded actuarial accrued liability.

Assets Valuation Method - All investments are carried at market value. For actuarial valuation purposes, a smoothed market approach is used. Under this approach, assets are adjusted to reflect 25% of unrealized market appreciation or depreciation on investment assets annually, not to exceed a 12% corridor.

Investment Return - The investment assumption rate for 2006 was 6.50%.

Active Employee Total Payroll - An annual increase of 4% compounded annually, is the base portion of the individual pay increase assumption. This assumes no change in the number of active employees. In addition, annual pay increases over and above the 4% base increase, were assumed to range from .50% to 6.30%.

Health Care - Health care costs were assumed to increase at the projected wage inflation rate plus an additional factor ranging from .50% to 5% for the next 8 years. In subsequent years (9 and beyond) health care costs were assumed to increase at 4% (the projected wage inflation rate).

OPEB's are advance-funded on an actuarial determined basis. The Tradition Pension and Combined Plans had 374,979 active contributing participants as of December 31, 2007. The number of active contributing participants for both plans used in the December 31, 2006, actuarial version was 362,130.

The rates stated above are the actuarially determined contribution requirements for OPERS. The employer contributions actually made by the City in 2007 were $228,109. The amount of $12 billion represents the actuarial value of OPERS' net assets available for OPEB at December 31, 2006. Based on the actuarial cost method used, the actualarial valuation as of December 31, 2006 reported the actuarially accrued liability and the unfunded actuarially accrued liability for OPEB at $30.7 billion and $18.7 billion, respectively.

The Health Care Preservation Plan (HCPP) adopted by the OPERS Retirement Board on September 9, 2004, is effective on January 1, 2007. Member and employer contribution rates increased as of January 1, 2006, January 1, 2007 and January 1, 2008, which allowed additional funds to be allocated to the health care plan.

Ohio Police and Fire Pension Fund

The City contributes to the Ohio Police and Fire Pension Fund (OP&F), a cost-sharing multiple-employer defined benefit pension plan. OP&F provides retirement and disability pension benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. Benefit provisions are established by the Ohio State Legislature and are codified in Chapter 742 of the Ohio Revised Code. OP&F issues a publicly available financial report that includes financial information and required supplementary information for the plan. That report may be obtained by writing to OP&F, 140 East Town Street, Columbus, Ohio 43215-5164.

Plan members are required to contribute 10.0% of their annual covered salary, while employers are required to contribute 19.5% and 24.0% respectively for police officers and firefighters. The City's contributions to OP&F for the years ended December 31, 2007, 2006, and 2005, were $916,609, $871,713, and $815,120, respectively, or 73% of the required contributions for 2006, 79% of the required contributions for 2005 and 88% of the required contributions for 2004.

The OP&F provides access to post-retirement health care coverage for any person who receives or is eligible to receive a monthly service, disability, or survivor benefit check or is a spouse or eligible dependent child of such person. An eligible dependent child is any child under the age of 18 whether or not the child is attending school or under the age of 22, if attending school full-time or on a two-thirds basis. The health care coverage provided by the retirement system is considered an Other Post-employment Benefit (OPEB) as described in GASB Statement No. 12, "*Disclosure of Information on Postemployment Benefits Other Than Pension Benefits by State and Local Governmental Employers*". The Ohio Revised Code provides that health care cost paid from the funds of OP&F shall be included in the employer's contribution rate. The total police employer contribution rate is 19.5% of covered payroll and the total firefighter employer contribution rate is 24% of covered payroll.

The Ohio Revised Code provides the statutory authority allowing the OP&F's Board of Trustees to offer health care coverage to all eligible individuals. Health care funding and accounting is on a pay-as-you-go basis. A percentage of covered payroll, as defined by the Board, is used to pay retiree health care expenses. The Board defined allocation was 7.75% of covered payroll in 2006 and 6.75% of covered payroll in 2007. In addition, since July 1, 1992 most retirees and survivors were required to contribute a portion of the cost of their health care coverage through a deduction from their monthly benefit payment. Beginning in 2001, all retirees and survivors have monthly health care contributions.

The number of participants eligible to receive health care benefits as of December 31, 2006, the date of the last actuarial valuation available, are 14,120 for police and 10,563 for firefighters. The portion of the employer contributions that were used to pay post-employment benefits were 34.60% of employer's contributions for police and 28.1% of employer's contributions for firefighters which amounted to $179,748 and $111,586, respectively.

OP&F's total health care expense for the year ending December 31, 2006, the date of the last actuarial valuation available, was $120,373,722, which was net of member contributions of $58,532,848.

13. OTHER EMPLOYEE BENEFITS

Deferred Compensation Plan

City employees may participate in the Ohio Public Employees Deferred Compensation Plan ("Plan") created in accordance with Internal Revenue Code Section 457. Participation is on a voluntary, payroll deduction basis. Under this Plan, employees can defer up to $11,000 annually until a future time (usually after retirement). The deferred amounts as well as any income earned related to the deferral are not subject to federal or state income tax until actually received by the employee. The Plan permits deferral of compensation until future years. According to the Plan, the deferred compensation is not available to employees until termination, retirement, death or unforeseeable emergency. The Plan agreement states that the City and the Plan have no liability for losses under the Plan with the exception of fraud or wrongful taking.

The Deferred Compensation Plan assets are placed in trust for the sole benefit of employees or other beneficiaries. In accordance with GASB Statement No. 32, *"Accounting and Financial Reporting for Internal Revenue Code, Section 457, Deferred Compensation Plans"*, these amounts are not reflected on the City's financial statements.

14. RISK MANAGEMENT

The City is exposed to various risks of loss related to torts, theft of, damage to, and destruction of assets, errors and omissions, injuries to employees, and natural disasters and has established a risk management strategy that attempts to minimize losses and the carrying cost of insurance. Effective June 1, 1991, the City joined the Miami Valley Risk Management Association (MVRMA), a property and casualty pooling arrangement. MVRMA's deductible is $2,500 per community per occurrence. MVRMA retains responsibility for the payment of claims within specified self-insured retention limits prior to the application of coverage provided by excess reinsurance contracts. MVRMA's per-occurrence retention limit for property was $200,000 in 2007 with the exception of boiler and machinery for which there was a $5,000

per-occurrence retention limit. Liability had a per-occurrence retention limit of $2,000,000 in 2007 with $1,000,000 excess, $1,000,000 reinsured by Government Entities Mutual Inc.

Settled claims have not exceeded commercial coverage in any of the past three years. There have been no significant reductions in insurance coverage from the prior year.

The City pays the state Workers' Compensation System a premium based on a rate per $100 of salaries. This rate is calculated based on accident history and administrative costs.

In May of 1994, the City began managing hospital/medical and dental benefits for its employees on a self-insured basis. In October of 2004, employees began contributing to cover a portion of the health care costs, paying $25 per month for single coverage and $50 per month for family coverage. At December 31, 2007, 126 employees were enrolled in the plan which covers 342 lives. The City accounts for and finances this activity in the general fund. The hospital/medical plan operates on a cost-sharing basis with the maximum annual employee out-of-pocket cost being $1,000 for a single employee and $2,000 for a covered family. A prescription drug card program is also part of this self-insurance plan requiring a nominal co-pay by the employee for prescription drugs. The City provides a dental plan with coverage ranging from 50 percent to 100 percent depending on the type of dental services performed. There is a monthly charge for employees enrolled in the dental plan.

A third party administrator (United Medical Resources) reviews all claims which then, are paid by the City. The City is responsible for up to $30,000 per employee (specific limit). Upon exceeding the $30,000 limit, the City's stop loss coverage applies. The lifetime maximum medical coverage amount is $1,000,000.

The City records a liability for incurred but not reported claims (IBNR) in accordance with GASB Statement No. 10, "*Accounting and Financial Reporting for Risk Financing and Related Insurance Issues*", as amended by GASB Statement No. 30, "*Risk Financing Omnibus*", which requires that a liability for unpaid claims costs, including estimates of costs relating to incurred, but not reported claims, be accrued at the estimated ultimate cost of settling the claims. The total claims liability at December 31, 2007 was $97,467.

The following is a reconciliation of the changes in aggregate liabilities for claims payable for the past two fiscal years:

	2007	2006
Claims payable, beginning of the year	$132,300	$56,323
Claims incurred during the year	1,370,891	1,372,202
Payments:		
Attributable to current year	(1,271,285)	(1,242,160)
Attributable to prior years	(134,439)	(54,065)
Claims payable, end of year	$97,467	$132,300

15. JOINT VENTURE

The cities of Beavercreek, Bellbrook, Blue Ash, Centerville, Englewood, Indian Hill, Kettering, Madeira, Mason, Miamisburg, Montgomery, Piqua, Sidney, Springdale, Tipp City, Troy, Vandalia, West Carrollton, Wilmington, and Wyoming, have entered a joint venture for the purpose of providing various types of insurance coverage. This association is organized as an Ohio not-for-profit corporation operating under the name of Miami Valley Risk Management Association (MVRMA). The association exists for the public purpose of enabling its member political subdivisions to obtain insurance coverage, provide methods for paying claims, and provide a formalized, jointly administered self-insurance pool. In addition to the self-insurance pool, the Association provides risk management services, loss prevention programs, and various other educational materials.

MVRMA was incorporated December 1, 1988 under Section 2744.081 of the Ohio Revised Code and is governed by a twenty-member Board of Trustees, consisting of a trustee appointed by each of the member cities with each trustee having a single vote. The Board of Trustees elects the officers of the corporation, and is responsible for its own financial matters including budgeting. The City exercises no significant influence over the Board of Trustees and there is no liability on the part of the City for MVRMA's fiscal matters. MVRMA issues a stand-alone Comprehensive Annual Financial Report. Interested parties may obtain a copy by making a written request to 4625 Presidential Way, Kettering, OH 45429 or by calling (937) 438-8878.

MVRMA maintains excess reinsurance contracts with insurance carriers who provide various limits of coverage over MVRMA's self-insured retention limits. For the year-ended December 31, 2007, MVRMA purchased the following types of insurance/reinsurance in excess of its self-insurance retention presented in the previous paragraph:

General liability	$10,000,000 per occurrence
Police professional liability	10,000,000 per occurrence
Automobile liability	10,000,000 per occurrence
Public officials liability	1,000,000 per occurrence and annual aggregate
Employment practices liability	1,000,000 per occurrence and annual aggregate
Boiler and machinery	100,000,000 per occurrence
Property (excluding flood and earthquake)	1,000,000,000 per occurrence
Property – flood and earthquake	25,000,000 per occurrence and annual aggregate

MVRMA has established a Shock Loss Fund (SLF) to replace the aggregate stop-loss policy. Each year a moving target equal to the annual loss fund is established. MVRMA members will fund approximately 15% of that amount annually with the expectation that over a period of time, the balance of the SLF will be equivalent to the current year's annual loss fund. Contributions to the SLF will be recorded with separate accounting designed to preserve each member municipality's percentage ownership. Each member's SLF balance will be reviewed annually in conjunction with MVRMA's preliminary budget process. Any member whose balance is equivalent to its upcoming annual loss fund contribution will not be required to make an additional deposit. Unless otherwise waived by the MVRMA Board, any member whose balance falls below its targeted amount, will be required to contribute the amount needed to reach the targeted amount or 15% of the annual loss year contribution, whichever is less.

There was no joint venture debt at December 31, 2007. MVRMA was created to enable its members to share risk, and it is reasonably possible that MVRMA, Inc. may make additional assessments to the City.

The pool contribution factors at December 31, 2007 are: Beavercreek - 6.38%, Bellbrook - .80%, Blue Ash - 7.74%, Centerville - 2.32%, Englewood - .1.44%, Indian Hill - 3.31%, Kettering - 13.20%, Maderia - 2.18%, Mason - 6.93%, Miamisburg - 8.81%, Montgomery - 3.52%, Piqua - 4.79%, Sidney - 7.56%, Springdale - 4.48%, Tipp - 2.68%, Troy - 8.03%, Vandalia - 4.85%, West Carolton - 3.65%, Wilmington - 5.03%, Wyoming - 2.30%.

A summary of audited financial information as of December 31, 2006, is presented below:

	Joint Venture
Total assets	$12,721,693
Total liabilities	$5,518,106
Total net assets	7,203,587
Total liabilities and net assets	$12,721,693
Total operating revenues	$4,175,187
Total operating expenditures	1,941,030
Operating income	2,234,157
Non-operating revenue	493,585
Change in net assets	2,727,742
Beginning net assets	4,475,845
Ending net assets	$7,203,587

16. CONSTRUCTION COMMITMENTS

As of December 31, 2007, the City had the following construction commitments with respect to capital projects:

Project	Contract Amount	Amount Paid at 12/31/07	Remaining Construction Commitment
State Route 747/CSX Railroad Grade Separation Project	$11,772,788	$11,165,883	$606,905
East Kemper Road Improvements, Phase III	5,964,787	5,650,563	314,224
East Kemper Road at Tri-County Mall	413,015	383,098	29,917
Church Street Parking Lot	161,566	52,026	109,540
Veterans Memorial	746,382	0	746,382

The State Route 747/CSX Railroad Grade Separation project is administered by the Ohio Department of Transportation (ODOT), except for the City's local obligation. The City records transactions as ODOT makes on-behalf-of-payments to the contractors. ODOT has encumbered these transactions on their internal system, therefore, no amounts are encumbered by the City at year-end.

The East Kemper Road Improvements, Phase III project is administered by the City through local funds and state and county grants. The county grant amount was obtained as an up-front payment. The City records the state grant portion as on-behalf-of-payments are made from the state to the contractors. The City records its local share transactions as paid. The local share transactions are encumbered on the City's internal system.

The East Kemper Road at Tri-County Mall, Church Street Parking Lot, and the Veterans Memorial projects are administered by the City. The City records transactions as paid and all encumbrances are reflected on the City's internal system.

The remaining construction commitments will be paid from the capital projects, capital improvements fund and the Tri-County Mall TIF fund.

17. CONTINGENT LIABILITIES

The City's attorney is of the opinion that ultimate disposition of actual or potential claims against the City and other actual or potential legal proceedings will not materially affect the financial condition of the City. Therefore, the financial statements do not present estimated claims from legal proceedings.

18. CHANGE IN ACCOUNTING PRINCIPLE

For the fiscal year 2007, the City implemented Governmental Accounting Standards Board (GASB) Statement No. 48, *Sales and Pledges of Receivables and Future Revenues and Intra-Entity Transfers of Assets and Future Revenues.* Among other items, GASB No. 48 addresses disclosures pertaining to future revenues that have been pledged or sold to provide financial statement users with information about which revenues will be unavailable for other purposes and how long they will continue to be so. The implementation of this statement did not result in any impact to the financial statements.

Combining Statements and Individual Fund Schedules

NONMAJOR GOVERNMENTAL FUNDS

Special Revenue Funds - used to account for the proceeds of specific revenue sources (other than capital projects) that are legally restricted to expenditures for specified purposes.

Street Construction, Maintenance and Repair Fund - To account for that portion of the state gasoline tax and motor vehicle registration fees designated for maintenance of streets within the City. Ninety-two and one-half percent of gasoline and auto license taxes are allocated to this fund.

State Highway Fund - To account for that portion of the state gasoline and motor vehicle registration fees designated for maintenance of state highways within the City. Seven and one-half percent of gasoline and auto license taxes are allocated to this fund.

Grants Fund - To account for grants obtained from outside agencies for other than capital purposes.

Drug Law Enforcement Fund – To account for mandatory fines collected for drug agencies.

Law Enforcement Fund – To account for the proceeds from the confiscation of contraband.

Driving Under the Influence Fund – To account for fines imposed on DUI offenders. Under state law disbursements may be made from this fund for law enforcement purposes related to informing the public of laws governing the operation of a motor vehicle while under the influence of alcohol.

Residential Recycling Incentive Fund – To account for payments received from the Hamilton County Solid Waste Management District incentive funds and expenditures made for solid waste management activities.

Vehicle Immobilization Fee Fund – To account for the vehicle immobilization fee received by the State and make expenditures for law enforcement purposes relating to the costs incurred in enforcing Ohio Revised Code Section 4503.233.

Parks and Urban Forestry Fund – To account for the costs of purchasing and planting municipal street trees.

Adult Sports Fund – To account for the fees collected and the costs incurred for adults who participate in league sports at the City Community Center.

Capital Projects Funds - used to account for financial resources to be used for the acquisition or construction of major capital facilities.

Tri-County Mall Tax Increment Financing (TIF) Fund - To account for the activity related to the Tri-County Mall TIF Project.

Community Center Debt Fund – To account for the outstanding debt payments related to the Community Center Expansion project.

CITY OF SPRINGDALE, OHIO
COMBINING BALANCE SHEET
NONMAJOR GOVERNMENTAL FUNDS
DECEMBER 31, 2007

	Nonmajor Special Revenue Funds	Nonmajor Capital Projects Fund	Total Nonmajor Governmental Funds
Assets:			
Equity in pooled cash and cash equivalents	$178,892	$62,211	$241,103
Receivable:			
Intergovernmental	298,781	0	298,781
Total assets	$477,673	$62,211	$539,884
Liabilities:			
Accounts payable	$8,050	$2,174	$10,224
Accrued wages and benefits payable	8,258	0	8,258
Intergovernmental payable	1,928	0	1,928
Advances from other fund	4,020	541,465	545,485
Deferred revenue	257,630	0	257,630
Total liabilities	279,886	543,639	823,525
Fund balances:			
Reserved for encumbrances	0	41,917	41,917
Unreserved, undesignated, reported in:			
Special revenue funds	197,787	0	197,787
Capital projects fund	0	(523,345)	(523,345)
Total fund balance (deficit)	197,787	(481,428)	(283,641)
Total liabilities and fund balances	$477,673	$62,211	$539,884

STATE ROUTE 4 SOUTH BOUND LANE ADDITION

Looking north from east bound / west bound I-275 on-ramp split towards west bound I-275 off-ramp intersection

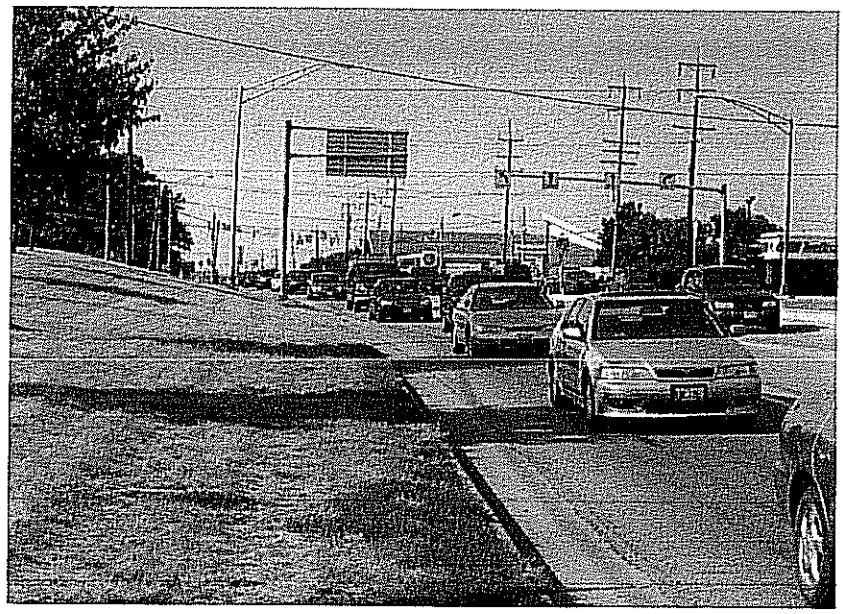
Looking southwest at I-275 west bound off-ramp from immediately north of east bound / west bound on-ramp split

STATE ROUTE 4 SOUTH BOUND LANE ADDITION

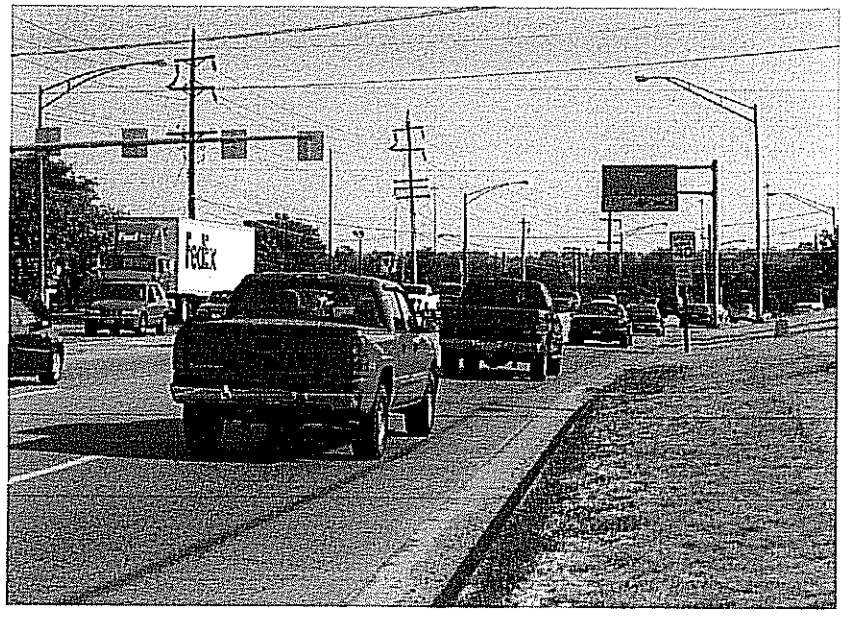
Looking north at continuous lane towards the west bound I-275 off-ramp intersection

Looking south towards I-275 from east bound / west bound on-ramp split

STATE ROUTE 4 SOUTH BOUND LANE ADDITION



Continuous stream of south bound traffic in far right lane which is directed towards the I-275 on-ramps



Continuous stream of south bound traffic in far right lane which is directed towards the I-275 on-ramps (Note: Light traffic movement in lanes continuing on SR 4, left 2 south bound lanes)

STATE ROUTE 4 SOUTH BOUND LANE ADDITION

Looking north from I-275 towards east bound / west bound on-ramp split

ADDITIONAL SUPPORT INFORMATION

For Program Year 2009 (July 1, 2009 through June 30, 2010), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____ YES ___X___ NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The existing southbound continuous lane, through the westbound off-ramp signal, and associated improvements was constructed in 1992. The westbound off-ramp signal was just modified in 1992, but otherwise is substantially the same signal as originally constructed with the I-275 original construction.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Level of Service (LOS) Based on ODOT certified traffic, approximately 68% of the southbound traffic (54% AM and 75% PM) on SR 4 at Crescentville Road enters I-275. This traffic is forced to enter the I-275 ramps from a single southbound lane, creating excessive traffic delays on southbound SR4. This congestion, which leads to this excessive delay, also decreases capacity, particularly for the southbound traffic at the SR 4/Crescentville Road intersection. The SR 4/Crescentville Road Improvement project (BUT-4-0.00; PID 76380), which is currently under construction, is a part of the overall solution to the SR 4 traffic problems. The southbound lane addition at I-275 is a key component of the overall improvements to this segment of SR 4, which will in combination with the SR 4/Crescentville Road improvement, alleviate the current traffic problems as well as mitigate future traffic problems. As is noted in the Table "2025 Build vs. No-Build Level of Service Summary," the SR 4/Crescentville intersection will operate at a LOS F for the PM peak (2025) without the southbound SR 4-lane addition and at a LOS D with the noted improvements.
In addition, the SR 4 southbound lane(s) feeding the I-275 on-ramps will operate at a LOS E without the second southbound lane and at a LOS B with the noted improvements, (2025 PM peak).
Accidents 2002 Hazard Elimination Study notes 5.54 accidents per million vehicles miles (which is four times higher than statewide average) and 5.99 accidents per million entering vehicles. Both values are higher than the highest point threshold in the Hazard Elimination Study point system.
The BUT-4-0.00/PID 76380 project, in conjunction with the southbound lane addition for the I-275 ramps, is required to reduce this accident rate to an acceptable number.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project will also provide upgrade catch basins and storm sewers in the immediate area, which will better handle the drainage that is currently conveyed via roadside ditches.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 NORTHLAND BOULEVARD REPAIR AND RESURFACING

Priority 2 STATE ROUTE 4 SOUTHBOUND LANE ADDITION AT I-275

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

No user fees are assessed.

6) Economic Growth - How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

The resulting improvement to the LOS at the SR 4/Crescentville Road intersection will contribute to the development of the Pictoria Island commercial area (see attached supporting documentation).

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding.

Regarding the SR 4/Crescentville Road Intersection Improvement project (BUT-4-0.00, PID 76380), which is an associated component of the SR 4 Southbound Lane Addition project, this project is currently under construction and the project construction cost breakdown is $2,326,409 ODOT / Federal and $258,490 local (Springdale / Fairfield).

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the District?

Describe how the proposed project will alleviate serious capacity problems (be specific).

Based on ODOT certified traffic, approximately 68% of the southbound traffic (54% AM and 75% PM) on SR 4 at Crescentville Road enters I-275. This traffic is forced to enter the I-275 ramps from a single southbound lane, creating excessive traffic delays on southbound SR4. This congestion, which leads to this excessive delay, also decreases capacity, particularly for the southbound traffic at the SR 4/Crescentville Road intersection. The SR 4/Crescentville Road Improvement project (BUT-4-0.00; PID 76380) is a part of the overall solution to the SR 4 traffic problems. The southbound lane addition at I-275 is a key component of the overall improvements to this segment of SR 4, which will in combination with the SR 4/Crescentville Road improvement, alleviate the current traffic problems as well as mitigate future traffic problems. As is noted in the Table "2025 Build vs. No-Build Level of Service Summary," the SR 4/Crescentville intersection will operate at a LOS F for the PM peak (2025) without the southbound SR 4-lane addition and at a LOS D with the noted improvements.
In addition, the SR 4 southbound lane(s) feeding the I-275 on-ramps will operate at a LOS E without the second southbound lane and at a LOS B with the noted improvements, (2025 PM peak).

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

	(1)	(2)		(1)	(2)	
Existing LOS	E/F	D/E	Proposed LOS	D/D	A/B	2005 / 2025

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

Additional lanes at the SR 4/Crescentville Road to further improve the LOS to C are not practical to implement. A triple left-turn from westbound Crescentville to southbound SR 4 was reviewed, but was rejected.

1. SR4/Crescentville Road intersect
2. SR 4 southbound lane(s) to I-275 ramps

10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months less than 1 month

a.) Are preliminary plans or engineering completed? Yes x No_____ N/A_____

b.) Are detailed construction plans completed? Yes_____ No x N/A_____

c.) Are all utility coordination's completed? Yes_____ No x N/A_____

d.) Are all right-of-way and easements acquired (if applicable)? Yes_____ No_____ N/A x

If no, how many parcels needed for project? _____ Of these, how many are: Takes_____
Temporary_____
Permanent_____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed.

- Construction plans have been reviewed by ODOT for a permit and will be reviewing for a Level 1 Categorical Exclusion in October. These will be concluded in 6 months.
- Utility coordination will commence in late September and will be completed in 3 months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

SR 4 is a major north-south arterial connecting the cities of Hamilton, Fairfield, and Springdale to I-275 (Population: Fairfield 42,248; Hamilton 62,130: Springdale 9,640: Census Bureau 2006 estimate). In addition, there are significant employment numbers existing along SR 4 within the three noted communities that are utilized by employees that reside in all areas of the Greater Cincinnati region; therefore, the region as a whole benefits from an efficient and safe SR 4 corridor. Fairfield Council had passed a resolution in 2007 supporting the project and the Fairfield City Manager has prepared a new letter of support, both which we included in this application

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

N/A

Will the ban be removed after the project is completed? Yes_____ No_____ N/A x

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 57,096 x 1.20 = 68,513 Users

Water / Sewer: Homes _____ x 4.00 = _____ Users

15) Has the jurisdiction enacted the optional license $5.00 plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply).

Operational $5.00 License Tax X Specify type _____
Infrastructure Levy _____ Specify type _____
Facility Users Fee _____ Specify type _____
Dedicated Tax _____ Specify type _____
Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 23 - PROGRAM YEAR 2009
PROJECT SELECTION CRITERIA
JULY 1, 2009 TO JUNE 30, 2010

NAME OF APPLICANT: CITY OF SPRINGDALE

NAME OF PROJECT: STATE ROUTE 4 S.B. LANE ADDITION @ I-275

RATING TEAM: 4

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
(5 - Fair Condition)
0 - Good or Better

5

Appeal Score

_____

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

2) **How important is the project to the safety of the Public and the citizens of the District and/or service area?**

25 - Highly significant importance **Appeal Score**
20 - Considerably significant importance
15 - Moderate importance _____
10 - Minimal importance
5 – Poorly documented importance
0 - No measurable impact

Criterion 2 – Safety
The applying agency shall include in its application the type of deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) **How important is the project to the health of the Public and the citizens of the District and/or service area?**

25 - Highly significant importance **Appeal Score**
20 - Considerably significant importance
15 - Moderate importance _____
10 - Minimal importance
5 - Poorly documented importance
0 - No measurable impact

Criterion 3 – Health
The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) **Does the project help meet the infrastructure repair and replacement needs of the applying agency?**
Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project **Appeal Score**
20 - Second priority project
15 -Third priority project _____
10 - Fourth priority project
5 - Fifth priority project or lower

Criterion 4 – Jurisdiction's Priority Listing
The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) **To what extent will a user fee funded agency be participating in the funding of the project?**

(10) – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99%
7 – 30% to 39.99%
6 – 40% to 49.99%
5 – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score _____

Criterion 5 – User Fee-funded Agency Participation
To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) **Economic Growth – How the completed project will enhance economic growth (See definitions).**

10 – The project will directly secure new employment
5 – The project will permit more development
(0) – The project will not impact development

? 0

Appeal Score _____

Criterion 6 – Economic Growth
Will the completed project enhance economic growth and/or development [redacted]?

Definitions:
Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees [redacted]. The applying agency must submit details.
Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.
The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

7) **Matching Funds - LOCAL**

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
(4) – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

List total percentage of "Local" funds 20 **%**

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) **Matching Funds – OTHER** **List total percentage of "Other" funds 20 %**

	List below each funding source and percentage	
10 – 50% or higher		
8 – 40% to 49.99%	2009 MRF	20 %
6 – 30% to 39.99%		%
(4) – 20% to 29.99%		%
2 – 10% to 19.99%		%
1 – 1% to 9.99%		%
0 – Less than 1%		

Criterion 8 – Matching Funds - Other
The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) **Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?**

10 - Project design is for future demand. 6 **Appeal Score**
8 - Project design is for partial future demand.
(6) - Project design is for current demand. _____
4 - Project design is for minimal increase in capacity.
0 - Project design is for no increase in capacity.

Criterion 9 – Alleviate Capacity Problems
The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:
Existing volume x design year factor = projected volume

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:
Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.
Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.
No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

5 - Will be under contract by December 31, 2009 and no delinquent projects in Rounds 20 & 21
3 - Will be under contract by March 31, 2010 and/or one delinquent project in Rounds 20 & 21
0 - Will not be under contract by March 31, 2010 and/or more than one delinquent project in Rounds 20 & 21

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact **Appeal Score**
8 – Significant Impact
6 – Moderate Impact _____
4 – Minor Impact
2 – Minimal or No Impact

Criterion 11 - Regional Impact
The regional significance of the infrastructure that is being repaired or replaced.
Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) **What is the overall economic health of the jurisdiction?**

10 Points
8 Points
6 Points
4 Points
2 Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) **Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

10 - Complete ban, facility closed **Appeal Score**
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand _____
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 - Less than 20% reduction in legal load

Criterion 13 - Ban
The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) **What is the total number of existing daily users that will benefit as a result of the proposed project?**

10 - 30,000 or more 2 ? **Appeal Score**
8 - 21,000 to 29,999
6 - 12,000 to 20,999 _____
4 - 3,000 to 11,999
2 - 2,999 and under

Criterion 14 - Users
The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) **Has the applying agency enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?** ***(Provide documentation of which fees have been enacted.)***

5 - Two or more of the above 5 **Appeal Score**
3 - One of the above
0 - None of the above _____

Criterion 15 – Fees, Levies, Etc.
The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.